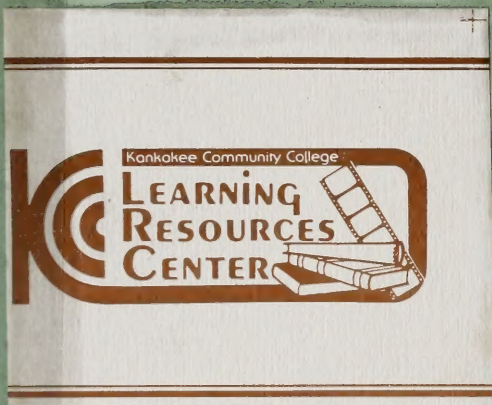


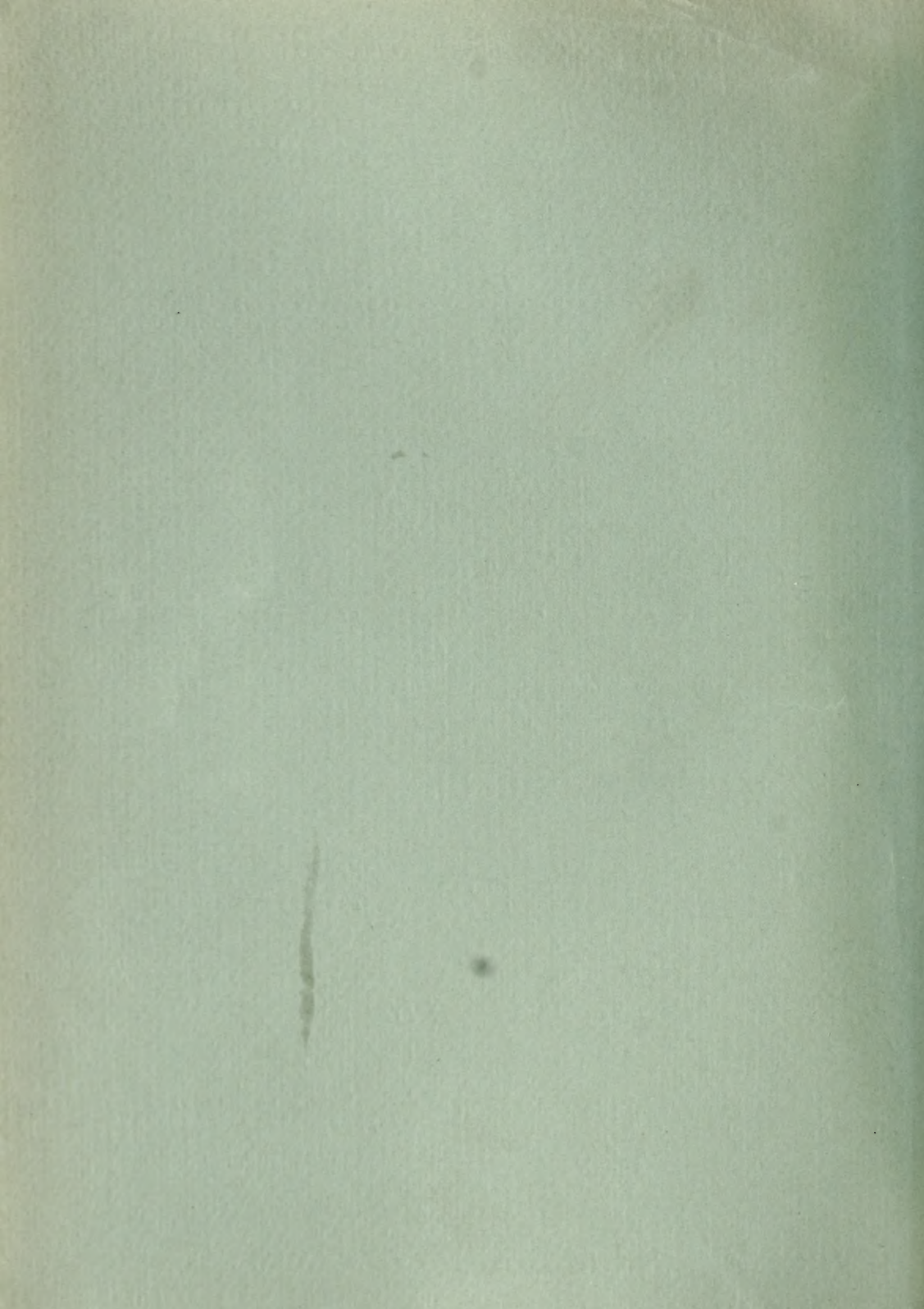
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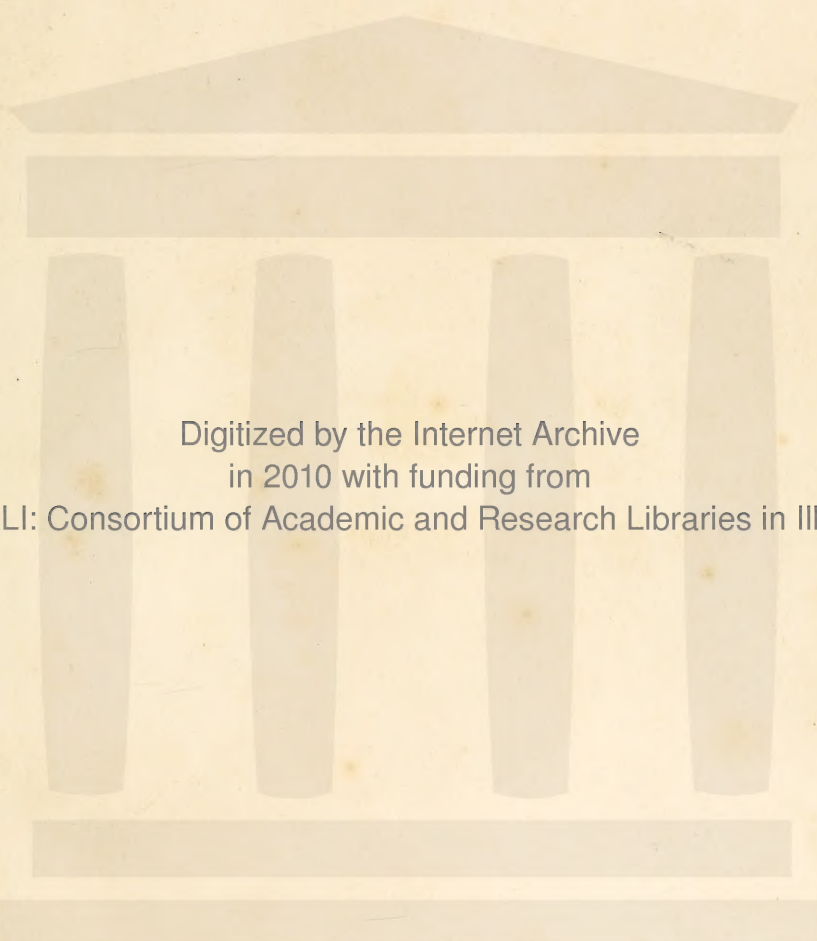


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HISTORY

CHICAGO.

The original picture—a copy of which is given on the opposite page—was presented, through the proprietors of the LONDON (England) GRAPHIC, to the City of Chicago. After the immediate necessities of the sufferers by the fire of 1871 had been alleviated, and it was announced that no more money from abroad would be needed, there remained a large sum in the hands of the proprietors of the LONDON GRAPHIC. Being unable to return the money to the donors, it was determined to use the same towards the purchase of this picture for the City of Chicago. Mr. Ed Armitage is the artist.

BY A. T. ANDREAS

CHICAGO
THE A. T. ANDREAS COMPANY, PUBLISHERS

"URBS INCINERATA."

HISTORY
OF
CHICAGO.

FROM THE

EARLIEST PERIOD TO THE PRESENT TIME.

IN THREE VOLUMES.

VOLUME II.—FROM 1857 UNTIL THE FIRE OF 1871.

BY A. T. ANDREAS.

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PREFACE.

OF the general plan of the History and its specific treatment of subjects, it is requisite that something explanatory should be said. It has already been stated, in the anterior volume, why it was found absolutely needful to make topical essays of the various matters under consideration, and this mode has been continued in the present volume. By this method, chronology and the presentation of facts can be more easily conserved — which is the province of the historian, — and the drawing of inferences avoided — which is the realm of the essayist. In furtherance of this aim, and heeding the line of demarcation between history and essay, it has been the principle of the collaborator to present compendia of incidents, in the particular dissertation, as they transpired, rather than a general account of the event toward which the incidents tended. It is sufficiently easy to realize that a certain number of acres were devastated by the Chicago fire, but without the aid of the historian it would be difficult to acquire any knowledge of the various causes which rendered such destruction not only practicable, but easy.

For the same reason, there are given the biographies of many of Chicago's citizens. These give the history of the men and women who performed the actions that have made history; their lives and their deeds are the keys to the marvellous progress and achievement that have made the name of Chicago a household word throughout the habitable globe. If further advocacy were needed for the presentation of the deeds of "common-place, every-day men" — who are those with whom we deal in in common-place, every-day life — it would be found in these words of the historiographer, Charles Knight: "The history of manners, of common life, is essentially dependent upon the civil, the military, the religious history of a nation. Public events act upon the condition of a people, and the condition of a people interchangeably acts upon public events." Hence, the biography of an individual acts as a plane mirror in reflecting the macrocosm around it, or as the facet of a diamond refracts the beauty of the sun. "History is philosophy teaching by example," and the precedents of our merchants, our professional men and our artisans is worthy of all emulation — such examples being rendered possible by the magnitude of our city's transactions and the splendor of her commercial prosperity.

In procuring matter for the various topics of which chapters have been made, manifold courtesies and valuable information were received from large numbers of our citizens, among them the publishers are especially indebted to Hons. John Wentworth, William Bross, Henry Booth, and Messrs. Joseph Medill, Joseph O. Rutter, John H. Dunham, John R. Walsh, John G. Shortall, J. Adams Allen, William J. Onahan, Samuel H. Kerfoot, Robert Fergus, Charles C. Bonney, Elias Colbert, Joseph P. Ross, Gil. W. Barnard, C. C. P. Holden and George P. Upton. The resources of the Public Library and of the Chicago Historical Society have been heavily taxed by the collaborators, but both of these Institutions, as well as their respective directors, William F. Poole and Albert D. Hager, have furnished vast quantities of most valuable information. The Press, without exception, has been most courteous and painstaking, and from the large fund of its varied experience and cosmopolitan knowledge has given copiously. That there are so many reproductions of ante-fire edifices and views of parts of the city is principally ascribable to the kindness of Messrs. P. B. Greene, Lovejoy & Foster, A. J. W. Copelin, A. Hesler and John E. Woodhead; while to Joshua Smith the publishers are indebted for permission to reproduce his copyrighted view of the ruins of Chicago. In brief, whenever an individual or family, a corporation or society, was applied to for data it was unhesitatingly furnished.

PREFACE.

During the process of compilation it was found expedient to abolish any attempt at an historical resumé of the subject-matter of the preceding volume. Two reasons made the serial story precedent an undesirable one to follow: first, that such a syllabus would be too brief to be valuable, or even comprehensibly accurate, and second, that there is not a page to spare in the entire second volume. This latter fact renders needful a quasi-apology for this work — happily the only condonation required.

In making a synthesis of the various topics prepared by the collaborators, it was ascertained that several matters that might have been elaborated in this volume, and whose treatment pertains to this epoch, would have to be excluded, because their introduction and satisfactory recital would amplify the book beyond reasonable dimensions and render it unwieldy. A dilemma was then instituted, in the query as to what should be ignored or excised? The narrative of the War could neither be curtailed nor syncopated from the work, for the story of Chicago's heroism and patriotic devotion to the Union and her soldiers constitutes one of the grandest pages in her wonderful history. The recital of the burning of the city could not be absconded, as that is the grand climacteric of the volume and the apotheosis of the trials and sufferings of our people. And the introduction of these two topics being conceded to be necessary, a review of the space they occupy will render comprehensible the need for curtailment elsewhere. This elision, however, is only an elision from epochal dissertation, as in the ensuing volume all the missing historical fibers will be taken up and interwoven into a complete and harmonious termination. In fact, experience has shown that in a number of instances continuous narration is more expedient than an interrupted recital.

In perusing this volume, some cursory idea may be formed of the enormous quantity of labor that has been bestowed upon its authorship; the expenditure of such work is an index to the amount that was utilized in the construction and improvement of the city up to October 8, 1871. Step by step have the compilers followed the citizens of Chicago during the erection of their habitations and commerce; as their pencils recorded the vast amount of progress in all branches of the arts and sciences, in mechanics and agriculture, in trade and manufacture, they realized the unparalleled advance of the Garden City from 1857 to 1871, and as their records were examined for this work, it was apparent that the principal difficulty in recording it was not what to write, but what not to write. Only fourteen years of a city's existence, and a folio volume of eight hundred pages is inadequate to fully record it. *Mirabile dictu!*

Relative to the accuracy of the statements made, it is pertinent to remark that neither time, labor nor money have been spared in gathering the material, which, after its compilation, was submitted to competent judges of its verity; and upon their dicta were excisions, additions or changes made. It is not considered that perfection has been attained, but every precaution and care has been utilized to insure accuracy. The publishers are cognizant of the fidelity and scrupulous pains that have been taken in every process of making this book, and give it to the citizens of Chicago, confident that everything possible has been done to make it worthy of the city of which it is the history.

THE A. T. ANDREAS COMPANY.

TABLE OF CONTENTS.

CORPORATE HISTORY.

THE CORPORATION: Municipal changes; Wards. .49— Elections
 .49— Kesters, 1858 to 1872. .49-50— Statistics. .52. .49-56
 BOARD OF PUBLIC WORKS: Commissioners, 1861 to 1872. .56—
 Street improvements; Statistics. .56-59— Bridge building;
 Statistics. .60-62— Bridges destroyed in "great fire". .62—
 River tunnels. .63-65— Sewerage system; Statistics. .65-66—
 City Hall. .66— Water system: The Water Works; The
 Lake tunnel; Statistics. .66-70— .56-70
 RIVER, HARBOR AND MARINE: Harbor and River improvements;
 Statistics. .70-72— Dockage. .72— The Marine; Statistics. .
 73-74— The "Skjoldmoen". .74— Ship building. .74— Not-
 able marine disasters. .74-77— Vessels destroyed in 1871. .77—
 —Lake, etc., transportation companies. .80-82— .70-82
 POLICE DEPARTMENT: Changes in organization. .83— Uniforms
 .83-84— Badges. .83-84— Police Commissioners, 1861 to
 1870. .84— Precincts and Stations. .84-86— The Detective
 Force. .87— .83-90
 FIRE DEPARTMENT: Last of the Volunteers. .90— Paid Fire De-
 partment. .90— Fire Commissioners. .91— Fire limits in 1871
 .91— Fire Companies in 1871. .91-92— Telegraph. .92-94—
 —Insurance Patrol. .94— Benevolent Association. .94-95—
 Company Sketches. .95-99— Notable fires, 1863 to 1872. .
 90-102. .90-102
 PUBLIC SCHOOLS: Changes in organization. .102-103— City Board
 of Education; Presidents and Members of. .102-104— Sta-
 tistics. .103— Music, Drawing, and German introduced. .106-
 107— Special funds. .107-108— Statistics. .108— Histories of
 Schools. .108-114— School buildings destroyed in 1871. .114-
 115— Teachers' Institute. .115— .102-115
 PRIVATE SCHOOLS: Location, etc., from 1857 to 1872. .115-117

LOCAL TRANSPORTATION.

OMNIBUS ROUTES, 1858 to 1864.....	118-119
CITY RAILWAYS: Chicago City Railway..	119-121 — "Wabash
Horse Railroad Swindle".....	120-121 — North Chicago Railway
..	121 — Chicago West Division Railway..
	121.....119-121

ILLINOIS AND MICHIGAN CANAL.

HISTORY OF, FROM 1858 TO 1884: Trustees, 1858 to 1871--123—
Commissioners, 1871 to 1884--123-124—Tolls received,
1857 to 1883--124..... 123-124

TELEGRAPH AND EXPRESS.

TELEGRAPH COMPANIES, 1858 to 1871.....	125
EXPRESS COMPANIES, 1845 to 1871.....	125-126

RAILROADS.

HISTORIES of: Illinois Central; Statistics. 128-133 Chicago & North-Western. 133-140 Chicago & Alton. 140-143 Chicago, Burlington & Quincy; Statistics. 143-146 Pittsburgh Fort Wayne & Chicago. 146-147 Chicago, Milwaukee & St. Paul. 147—Union Depots. 148-153 Chicago, Rock Island & Pacific. 148-151 Chicago & Southwestern. 151—Lake Shore & Michigan Southern. 153-155 Michigan Central. 155-156 Chicago & Eastern Illinois. 156—Pittsburgh, Cincinnati & St. Louis. 156-157 Chicago & Iowa. 157—General Summary. 157—Railroad legislation. 157—Pullman's Palace Car Co. 157—Railroad traffic. 157-158 First regular time-table. 158 128-158

MILITARY HISTORY.

AWAKENING OF THE WAR SPIRIT: First War meeting.—159, 160
 —Second War meeting.—160—The clergy preach patriotism.
 —160—Governor Yates calls for six regiments of militia.—161
 —Metropolitan Hall rally.—160—General Orders (State)
 Nos. 1 and 2.—160—159-160
WAR MATERIAL IN CHICAGO: 60th Regiment, 1. S. M.—161
 —Washington Independent Regiment, No. 1.—161—Chicago
 Light Dragons.—161—Chicago Light Guard.—161
 —161—161—Guards' Company.—161—United States Zouaves
 Cadets.—161—Chicago Light Artillery.—161—Washington
 Light Cavalry.—162—Washington Rifles.—162—Washington
 Grenadiers.—162—Black Jäger Rifles.—162—Independent
 Zouaves.—162—160-162

RE-ORGANIZATION OF REGIMENTS: Zouave. 162—Washington Independent. 162—Taylor's Light Artillery. 162..... 162
 ACTION OF THE CITIZENS: War meetings. 162-163—Cairo garrisoned. 163..... 162-163
 RECRUITING IN CHICAGO: The "Irish Brigade". 163—Swedish company. 163—"The Home Guard". 164—Fourteen Chicago companies received for service in the State. 164—Ten Chicago companies drilling. 164..... 163-164
 ACCEPTANCE OF SOLDIERS: The "Ten-regiment bill". 164—Distribution of Chicago companies. 164, 165—"State-at-large" Regiment. 164, 165—"Hecker Jaeger Regiment". 165, 166—Sturges Rifle Corps. 165—"The Yates Phalanx". 165—"The Irish Brigade". 165—"The Zouave Regiment". 166—Chicago Dragons. 166—Washington Light Cavalry. 166—Cos. "A" and "B," Chicago Light Artillery. 166..... 164-166
 AID BY THE CITIZENS: War Finance committee. 165-166
 CHICAGO'S PERFORMANCE OF ITS DUTY: Relief Associations. 166, 167—Union Defense Committee. 167..... 166-167
 THE DRAFT OF 1864: Cook County quota. 167, 168—Men furnished; Tables; Amounts paid as bounties and as relief. 168
 CHICAGO REGIMENTS, HISTORIES OF: 12th Illinois Infantry. 169—19th Illinois Infantry. 179—Ellsworth's Chicago Zouaves. 187—23d Illinois Infantry. 190—24th Illinois Infantry. 195—37th Illinois Infantry. 199—39th Illinois Infantry. 203—42d Illinois Infantry. 205—51st Illinois Infantry. 213—57th Illinois Infantry. 218—58th Illinois Infantry. 221—65th Illinois Infantry. 225—Three-months Regiments of 1862. 227—32d Illinois Infantry. 227—82d Illinois Infantry. 231—88th Illinois Infantry. 235—89th Illinois Infantry. 244—90th Illinois Infantry. 249—137th Illinois Infantry. 252—127th Illinois Infantry. 257—One Hundred-Day Regiments of 1864. 258—Sturges Rifles. 258—Cavalry Regiments. 258—8th Illinois Cavalry. 259—9th Illinois Cavalry. 261—12th Illinois Cavalry. 263—13th Illinois Cavalry. 265—16th Illinois Cavalry. 267—17th Illinois Cavalry. 268—Artillery: Old Battery "A," Chicago Light Artillery. 269—Old Battery "B," Chicago Light Artillery. 271—Battery "C," 1st Illinois Light Artillery. 274—"I," 1st Illinois Artillery. 275—Colvin's Battery. 276—"C," "L," 2d Illinois Light Artillery. 276—Co. "M," 2d Illinois Light Artillery. 277—Chicago Board-of-Trade Battery. 278—Chicago Mercantile Battery. 282..... 169-287
 TABULAR RECORD OF CHICAGO OFFICERS. 288-299
 CAMP DOUGLAS. 300—The Chicago Conspiracy. 307—300-310
 SOLDIERS' HOMES: Chicago. 310—Cairo. 313..... 310-314
 RELIEF WORK IN CHICAGO: The First Nurses. 314—Inception and Organization of Chicago Sanitary Commission. 314-315—Active Work of the Commission. 315—Early Difficulties. 315—Field Work. 316—Depot at Paducah. 316—Contributions to the Work. 317—Labors of Nurses. 317—The Woman's Council. 318—Work in the Front. 318—First Chicago Sanitary Fair. 320—Change in Officers. 321—Second Sanitary Fair. 322—Last Work of the Commission. 323—Northwestern Branch of Christian Commission. 323—Camp Douglas Aid Society. 324—Ladies' Relief Society. 324—Ladies' Loyal League. 324..... 314-324

THE BOARD OF TRADE.

Introductory. - 325 — *The Year 1858-59*. : Inspection of Wheat. - 325 — Telegraphic reports. - 325 — First Stock Transactions. - 325 — Reciprocity Treaty. - 326 — Charter of Board. - 326 — *The Year 1859-60*. : Repair of the North Pier. - 333 — New Rooms occupied. - 333 — *The Year 1860-61*. : Sustentation of Reciprocity Treaty. - 336 — *The Year 1861-62*. : The War Period. - 336 — The Board-of-Trade flag. - 336 — War Finances. - 336 — Depreciation of Securities. - 337 — News of First Victory. - 337 — Reproving Southern Sympathizers. - 338 — *The Year 1862-63*. : Grain Inspection. - 342 — Alleged Warehouse frauds. - 343 — Further War Annals. - 343 — Oath of Allegiance. - 343 — Raising of Troops. - 345 — Still-hunt for Traitors. - 346 — Arrival of the "Sleipner". - 347 — Miscellaneous War Work. - 347 — The Mercantile Association. - 348 — Currency reforms. - 348 — The Ship Canal. - 349 — *The Year 1863-*

67: The War record	351
— Recruiting Agency	351
— The Chamber of Commerce	352
— <i>The Year 1864-65</i>	355
— <i>The Year 1865-66</i>	355
— The Chamber of Commerce	357
— <i>The Year 1866-67</i>	359
— A Law against Short selling	359
— <i>The Year 1867-68</i>	360
— The Warehouse Bill	360
— Convention	361
— <i>The Year 1868-69</i>	362
— Soldiers' Monument	362
— <i>The Year 1869-70</i>	363
— Corner in Corn	365
— The Elevator difficulty	366
— <i>The Year 1870-71</i>	366
— National Board of Trade	367
— The Warehouse Law	367
— The Munro & Scott difficulties	367
— The Fire	368
— List of Officers, etc., 1858 to 1872	369
ELEVATORS: Destroyed and Remaining in 1871	372
— Established, 1856 to 1872	374
— Grain Warehousing	376
— Warehouse Law	377
— Grain-weighing	378
PORK-PACKING: The first summer packing	379
BOARD OF TRADE Statistics	379-382

FEDERAL INSTITUTIONS.

MILITARY DIVISION OF THE MISSOURI: Its Organization and Change of territory	383
JUDICIARY: Change of Districts	384
SECRET SERVICE: Chicago Branch	384
CUSTOM HOUSE: History of	385
— Collectors and Deputies	385-86
— Statistics	385-87
— The Appraiser's Office	387
— Special Agents of the Treasury	387-388
THE INTERNAL REVENUE DEPARTMENT: Collectors, Assessors and Statistics	387-388
THE PENSION AGENCY	388
THE UNITED STATES SUB-TREASURY: Receiving and disbursing officers	388-389
THE POST-OFFICE: Sketch of, 1857 to 1873	389
— Postmasters	389-90
— Locations of office	389-90
— Chicago as a distributing center	389
— Burning of	389
— The letter-carrier system	389-90
— Statistics	390
— Routes	390-91
HARBOR IMPROVEMENTS: North Pier	391-92
— Light-house	391-92
— Federal appropriations	392
— U. S. Engineers in charge, 1833 to 1874	391-92
— Light-house Keepers, 1833 to 1881	392
LIFE-SAVING SERVICE: Sketch of	392
UNITED STATES MARINE HOSPITAL: History of	392-394
DIPLOMATIC RELATIONS: History of Consulates at Chicago, 1864 to 1885	394
— Consuls, Vice-Consuls, and Consular Agents	394-396

RELIGIOUS HISTORY.

CATHOLIC CHURCH: <i>Diocesan History, 1857 to 1871</i>	397-98
— Rt. Rev. James Duggan	397-98
— Rt. Rev. Thomas Foley	398
— Society of Jesus	397
— Franciscan Order	397
— Redemptorist Fathers	397
— Benedictine Fathers	397
— Ladies of the Sacred Heart	397
Churches, <i>Sketches of</i> : St. Mary's	398
— St. Louis'	399
— Notre Dame	400
— St. Patrick's	400
— St. Peter's	400
— St. James'	400
— Holy Family	401
— Holy Name	404
— St. Michael's	405
— St. John's	405
— Immaculate Conception	406
— St. Joseph's	406
— St. Boniface	406
— St. Paul's	406
— St. Francis Xavier's Academy	407
PROTESTANT EPISCOPAL CHURCH: <i>Diocesan History, 1852 to 1874</i>	407-8
— Rt. Rev. H. J. Whitehouse	407-9
Churches, <i>Sketches of</i> : Atoneement, Church of the	408
— St. James	409
— Grace	410
— St. John's	411
— Holy Communion	411
— Ascension	411
— Christ	412
— Trinity	415
— St. Stephen's	416
— St. Mark's	416
PRESBYTERIAN CHURCH: First	416
— Second	417
— Third	417
— South	419
— Central	420
— North	420
— First Scotch	420
— Calvary	421
— Associate Reform	421
— First United	421
— Edwards	422
— Seventh	422
— Westminster	422
— Eighth	422
— Fifth	422
— Thirty-first Street	422
METHODIST CHURCH: First	423
— Trinity	424
— Clark-street Mission	424
— Grace	424
— Park-avenue	426
— Wabash-avenue	426
— Halsted-street	426
— Adams-street	426
— Western-avenue	426
— Indiana-avenue	427
— Langley-avenue	427
— Oakland	427
— Portland-Avenue German	428
— Tying Mission	428
CONGREGATIONAL CHURCH: First	428
— New England	429
— Plymouth	429
— South	430
— Edwards	431
— Union Park	431
— Tabernacle	431
— Bethany	431
CHICAGO THEOLOGICAL SEMINARY: Condensed history of	432
— Proposed union with Oberlin College	432
— The Seminary's funds	432
— Endowments	432
— 432-433	
EPISCOPAL CHURCH: First	431
— North Star Mission	435
— Second	435
— University Place	436
— Wabash-avenue	436
— North	436
— First	436
CHICAGO BAPTIST THEOLOGICAL SEMINARY	435-439

UNITARIAN CHURCH: First	439
— Unity	439
UNIVERSALIST CHURCH: First	440
— Second	441
— 440-442	
EVANGELICAL CHURCHES: First German Emanuel	442
— Second	442
— German United Zion's Church	442
— Third German Salem's Church	442
— Fourth German St. Peter's Church	443
— Salem's Church of the Evangelical Association	443
— St. Ansarius'	443
— Our Savior's Norwegian Lutheran Church; Knud Iverson's drowning	444
— Railroad Chapel	445
— The Bethel	445
— 445-446	
CHICAGO BIBLE SOCIETY: History 1858-71	445
— General work and Statistics	446
— 445-446	
JEWISH CONGREGATIONS: Early Congregations	446
— Kehilath-Anshe Maarab	446
— Sinai Congregation	446
MISCELLANEOUS: Western Hebrew Christian Brotherhood	447
— The Brethren of the United Faith	447
— The International Church	447
— The Spiritualists	448
— 447-448	

CHICAGO CEMETERIES.

Introduction	448
— Forest Hill	449
— Graceland	449
— Oakwoods	449
— 449-449	
— Forest Home	449
— Waldheim	450
— Wonder	450
— St. Boniface	450
— Calvary	450
— Hebrew	450
— Kehilath-Anshe Maarev	446
— 448-450	

THE BENCH AND BAR.

Introduction	451
UNITED STATES COURTS: Circuit	451
— District	452
— Location	451
— Officers	453
— 451-453	
STATE COURTS: Circuit	454
— Superior	456
— Recorder's	457
— County	458
— 454-458	
MISCELLANEA: Lincoln's last case	458
— Rock Island Bridge case	458
— First decision of the legal-tender question	458
— Government licenses	459
— The Stamp Act	459
— The City Cemetery case	459
— Bar dinner	459
— Application of Statutes	459
— Case extraordinary	459
— 458-460	
CHICAGO LAW INSTITUTE	460
UNION COLLEGE OF LAW	460-461
STATE'S ATTORNEYS	461
THE BAR: Sketches of prominent lawyers	461-483

THE LITERATURE OF CHICAGO.

INTRODUCTORY: Publishers	483
— 485, 486	
— Authors	484
— Printers, book-binders, etc.	485
— 490	
— Statistics of Trade	483-490
HISTORY OF THE PRESS: Leading newspapers in 1858	490
— Evening Journal	491
— Tribune	492
— Times	495
— Republican	497
— Illinois Staats-Zeitung	499
— 490-500	
WESTERN ASSOCIATED PRESS: Organization of	500
WESTERN NEWS COMPANY	500

HOTEL HISTORY.

PROMINENT HOTELS: Tremont	501
— Sherman	502
— Clifton	503
— Matteson	504
— Massasoit	505
— Cleveland	505
— Revere	505
— Hatch's	505
— Barnes	505
— Metropolitan	506
— Richmond	506
— Orient	506
— Hamilton	506
— Boardman	506
— City	506
— Briggs	507
— Bigelow	507
— Wright's	508
— Burlington	508
— Central	508
— Anderson	508
— St. James	508
— Minor hotels, 1860-71	508
— Michigan-Avenue Hotel	508
— Palmer	509
— Grand Pacific	509
— 509	
RESTAURANTS	509, 510

SOCIAL PROGRESS.

INTRODUCTORY	510
SOCIETIES: Young Men's Christian Association	511
— Farwell Hall	511
— Young Men's Association	513
— Historical Society	513
— Academy of Sciences	514
— Astronomical Society	515
— Old Settlers Society	517
— First Golden Wedding	517
— 510-520	

MEDICAL HISTORY.

Prefatory	521
COLLEGES: Rush Medical; Faculty, students and graduates, 1844 to 1871	521-22
— Chicago; Faculty, students and graduates, 1850 to 1871	531-32
— Academy of Medical Science	538
— College of Pharmacy	538
— 521-532	
HOSPITALS, ETC.: Illinois Eye and Ear Infirmary	535
— City	535
— Cook County	536
— Small-pox	536
— St. Joseph's	536
— Mercy	537
— Jewish	537
— Alexian Brothers'	537
— St. Luke's	538
— Brainard Free Dispensary	539
— Protestant Deaconess'	539
— Hospital for Women and Children	547
— 535-539	
CHICAGO MEDICAL SOCIETY	538
MEDICAL RELIEF	538
HOMOEOPATHY: Resumé of its history in Chicago	540
— Hahnemann College; Faculty, students and graduates, 1860 to 1872	541
— Homeopathic Medical Society	545
— Homeopathic Dispensaries	545
— 540-545	

DENTISTRY: Dental Society.....	545-546
WOMEN AS PHYSICIANS: Dispensary for Women and Children..	546
— Hospital for Women and Children..	547-548
ELECTIC MEDICINE: Bennett Medical College.....	548-549
ELECTRO-MEDICAL SCHOOL.....	549
SANITARY HISTORY: Unsanitary condition of the city from 1858	
to 1860..	549
— Police Board created..	549
— Health officer appointed..	549
— The Small-pox epidemic..	549
— Systematic scavenging provided, and steps taken to clean the river and city..	550
— Chicago Medical Society names a consulting board of physicians..	550
— Cholera epidemic of 1866..	550
— Statistics..	551-52
— Board of Health re-created..	552
— Drainage and Sewerage..	553
— Statistics..	553
— Cleaning the River..	553-54
— Vital Statistics, 1867 to 1871..	554
— Mortality Statistics, 1843 to 1871..	555
— Boards of Health, 1834 to 1871..	555-56

ART AND ARCHITECTURE.

ART: First Art Exposition..	556
— Art Union..	557
— Academy of Design..	557
— Crosby Opera House Drawing..	558
— Art Journal..	559
ARCHITECTURE: Resumé for 1858-71..	562
— Notable ante-fire buildings..	563

REAL ESTATE INTERESTS.

REAL ESTATE INVESTMENTS: Past and current considered..	567
— Early real-estate dealers, 1854 to 1871..	568
— Resumé of real-estate values, 1858 to 1871; Statistics..	571-73
— South Branch Dock Company..	582
THE ABSTRACT BUSINESS: The "Chicago System" and its exponents	586-589

MUSIC AND DRAMA.

MUSIC: Opera in Chicago, until 1871..	590
— Musical Societies..	591
— Composers and Musicians..	591
— Musical Instrument Manufacture..	595
THE DRAMA: Rice's Theater..	596
— McVicker's Theater..	597
— Crosby's Opera House..	601
— Wood's Museum..	607
— Kingsbury Hall..	609
— Bryan Hall..	609
— Hooley's Theater..	609
— North's Amphitheater..	610
— Varieties..	611
— Aiken's Theater..	611
— Dearborn Theater..	611
— Smith & Nixon's Hall..	611
— Metropolitan Hall..	611
— Academy of Music..	612
— Staats and Globe Theaters..	612
BILL POSTING.....	612-613

ATHLETIC AMUSEMENTS.

CHRONOLOGICAL HISTORY, 1836 to 1871.....	613-616
--	---------

BANKING HISTORY.

RESUMÉ OF HISTORY, prior to 1858..	616
— Wisconsin Marine and Fire Insurance Company..	616
— Panic of 1857; its effect on Illinois Banks..	618
— "Wild-cat" and "Stump-tail" currency..	618
— Appreciated cost of Eastern exchange in 1857-58..	618
GENERAL HISTORY FOR 1858-71: Bank-bills discredited..	619
— Southern securities and currency depreciated..	619, 622, 623
— Currency values fixed by circulation-securities..	619
— The Democrat scores the "wild-cat" and "stump-tail" bankers..	619
— Board of Trade reproves The Democrat..	620
— Marine Bank difficulties..	620
— Chicago Marine and Fire Insurance Company..	620
— Exhibit of Southern and Northern securities and specie owned by Illinois banks..	621
— Solvent and suspended banks in November, 1862..	621
— List of failed banks (93) and value of bills..	621
— Bank Commissioners call on certain banks to increase their securities..	622
— Notes thrown out..	623
— State Banking Law of 1861..	623
— Chicago redemption agents..	623
— Circulation of Illinois banks existing at end of 1861..	623
— Union State Bank Act of 1862..	623
— Eastern currency takes the place of Illinois bills..	624
— National Bank Act of March 25, 1863..	624
— United States treasury notes and National Bank bills the currency standard..	624
— Board of Trade manifesto in favor of "legal tender" notes..	624
— Banking failures during fall of 1864..	625
— National Banks organized in Chicago..	625
BANKS, BANKING INSTITUTIONS AND BANKERS: Sketches of..	626-633
— Banking statistics, 1865..	632
— Chicago Clearing House organized..	632
— Chicago Building and Loan Association..	632
— Banking Statistics, 1869, 1870..	632-633
— Banking institutions and Bankers, 1852-71..	633

INSURANCE.

PREFATORY: First foreign company's agency..	635
— First local company chartered..	635
— First insurance agent..	635
— Agents, 1836 to 1871..	635, 636, 637, 639, 642, 643, 645, 650
— Chicago companies..	635, 636, 637, 638, 640, 641, 644, 646,

647, 648, 649, 650— Foreign companies, 1836 to 1850..	635
637— First table of rates..	639
— Number of agents and of companies, 1854 to 1871..	639
— Boards of Underwriters..	639
642, 643, 650— Table of short-time rates..	640
— First salvage corps..	640
— Board of Underwriters incorporated..	644
— Insurance law of 1849..	648
— Chicago companies in 1871..	650
— Foreign companies in 1871..	651
— First "great fire" loss paid..	653
— "Great fire" statistics..	653-54
	635-654

MASONIC HISTORY.

INTRODUCTORY..	654
— Lodges, local history..	654-59
— Chapters, local history..	660-62
— Illinois Grand Chapter organized..	660
— Councils, local history..	662
— Knights Templar, local history..	662-64
— Illinois Grand Commandery..	662
— Grand Encampment of the United States..	662, 663
— Ancient and Accepted Scottish Rite, local history..	664
— Rite of Memphis, local history..	666
	654-666
RELIEF MEASURES after "great fire".....	658, 660, 664
ADOPTIVE MASONRY, Local history of.....	666

ODD FELLOWS.

GRAND LODGE OF THE UNITED STATES meets in Chicago.....	666
LODGES: Local history of.....	666
ENCAMPMENTS: Local history of.....	666
ORDER OF REBEKAH in 1871.....	667
RELIEF MEASURES after "great fire".....	667

BENEVOLENT SOCIETIES.

KNIGHTS OF PYTHIAS: Local Lodges..	667
— Relief measures after "great fire".....	667
SONS OF MALTA: Grand and Local Lodges	667
RED MEN: Local Tribes	667-668
GOOD TEMPLARS: Local Lodges	668
TEMPLES OF HONOR: Local Temples	668
SONS OF TEMPERANCE: Local Divisions	668
AMERICAN PROTESTANT ASSOCIATION: Local Lodges	668
HARUGARI: Local Lodges	668
STRONG BAND (Patriotic association): Headquarters and State Officers, and Local Encampment	668
UNITED AMERICANS: Local Chapters	668
GOOD FELLOWS: Local Lodges	668
DRUIDS: Local Groves (alias Heins).....	668
CHALDEANS: Local Lodges	668
SONS OF HERMANN: Local Lodges	668
LABOR SOCIETIES in 1871.....	668
CHICAGO MUTUAL IMPROVEMENT ASSOCIATION	668
EARLY-CLOSING ASSOCIATION	668
GERMAN SOCIETIES, 1854 to 1871.....	669
SUNDRY SOCIETIES	669
ST. GEORGE'S BENEVOLENT ASSOCIATION	669
ILLINOIS ST. ANDREW'S SOCIETY.....	669
ST. PATRICK'S SOCIETY	669
GERMAN SOCIETY	669
B'NAI B'RITH.....	670
CHICAGO RELIEF AND AID SOCIETY	670
CHICAGO HOME FOR THE FRIENDLESS	671
OLD LADIES' HOME	671
CHICAGO NURSERY AND HALF-ORPHAN ASYLUM	672

TRADE AND MANUFACTURES.

THE COAL SUPPLY: Introductory..	673
— Statistics, 1852 to 1871	673-674
THE IRON INDUSTRY: Resumé, 1857 to 1880..	674
— Manufacturing Statistics, 1860..	674
— First Rolling-Mill..	674
— First steel rail rolled..	674
— North Chicago Rolling-Mill..	674
— Union Steel Works..	677
— Foundries: The first erected..	677
— Statistics..	678
— First boiler-maker..	678
— First stove foundry..	679
— Statistics..	681
— First wholesale hardware house..	682
— Chicago Iron Manufacturing Statistics for 1870	684
— The McCormick Reaping Machine..	684-685
THE LUMBER INTEREST: Apology..	689
— Early transactions..	689
— First lumber merchant..	689
— First cargo of lumber..	689
— First lumber raft..	689
— Early saw-mills..	689
— Early dealers..	689-92
— Statistics..	692-93
DRY GOODS MERCHANTS	694-696
BOOTS AND SHOES	696-698
SUNDRY INDUSTRIES	698-700

BURNING OF CHICAGO.

INTRODUCTORY: Cause of the fire..	701
— Locale..	701, 707
— Water and Gas supply..	701
— Fire Department apparatus..	702
— Police Force..	702
— Science of the fire..	702
— Rain-fall..	703
— Architectural and other defects..	703
— Fire-limits, 1871..	703
— Fires of previous week..	704
— October 7 fire..	704-7
	701-707

THE GREAT CONFLAGRATION: The starting point..	707	Investigation; Testimony of Mrs. O'Leary and others..	708-713
Origin and outbreak..	708-11, 713-16	Fire Department action..	711-13
Progress of fire..	717-20	Crosses to South Side..	710-20
Expansion of the fire..	720	Burning of Post-office and Custom-house..	721-24
Burning of Court House..	724	Spreading of the fire..	725
Varied scenes on the South Side..	728-30, 731-38	The fire as seen from the South..	731
The West Side during the fire..	730-31	Stoppage of the fire on South Side..	738-40
The fire reaches the North Side, its Progress there..	740-54	Scenes and Incidents..	754-59
Incendiariism..	757-58	Oases of Unburned Buildings..	759
First book about the fire..	759	Temporary Water supply..	759
Gas Supply..	760	Boundaries of the Burned District..	760
Area of the Burned District..	760	Losses by the fire..	760-61
Immediate Relief Measures..	761-72	Official action..	773-80
<i>Narratives:</i> Of Henry H. Nash..	721-23	Of Alonzo Hannis..	723, 757
Of Mrs. Alfred Hebard..	727-28	Of H. W. S. Cleveland..	731-32
Of Hon. William Bross..	732-34	Of Horace White..	734-35
Of Hon. Alexander Frear..	735-37	Of Hon. Thomas Hoyne..	737-38
Of Hon. Lambert Tree..	742-45	Of Arthur M. Kinzie..	745-46
Of George Pay-			

son..	746	Of Hon. Isaac N. Arnold..	748-49
Of Patrick Webb..	749	Of Mrs. Mary Fales..	750
Of George M. Higginson..	750-54	Of C. C. P. Holden..	761-72
<i>C. C. P. Holden's Narrative:</i> Introductory..	761-62	Establishment of Relief Headquarters..	762
Police measures..	763	Additional measures taken..	763
Water Supply..	763	Other important measures..	764
Arrival of the Mayor..	764	Relief Committee organized..	764
Specific organization instituted..	764	Arrival of supplies..	765
Alleviation of suffering..	765	Tuesday morning..	765
Indianapolis assistance..	765	St. Louis sympathy..	765
Other arrivals..	765	Action of delegations..	766
Further organizations at the Church..	766	General Relief work..	766
Money contributions..	767	Exodus from the City..	767
More help promised..	767	Scenes among the sufferers..	767
Work done by the Committee..	768	Organization by the Churches..	768
Committees continue to arrive..	768	More thorough systemization of the Committee..	768
The New York train..	768	Thursday's work..	769
Work transferred to Relief and Aid Society..	769	Cincinnati's action for our sufferers..	770
What St. Louis did..	770	Louisville's Committee..	771
Resumé of work..	771	The Water Supply resumed..	771
Unrecorded gifts..	771		761-773

SPECIAL INDEX.

	Page		Page		Page
Aarhaus, Lewis K.	658	Allerton, Samuel W.	341, 342, 628,	Augustine, Henry	218
Abbey, Frederick J.	189, 200,	Allen, J. Adams	522, 524, 537,	Austin, Henry A.	664
Abbott, Abial R.	476	Allison, Alexander	489	Austin, Henry Seymour	473
Abbott, Charles H.	49, 643	Allison, Gardner	228,	Austin J. B.	657
Abbott, James E.	49	Alport, W. W.	545	Austrian, Joseph	81, 82
Abbott, James L.	556	Almini, P. M.	657,	Averell, Albert J.	449, 575, 576,
Abbott, Wade	476	Alston, John	49	Avery, Charles E.	689
Abel, Jonathan	364	Alstrup, J. F.	774,	Avery, D. J.	659
Abel, Sidney	390	Ambrose, Adam	634	Avery T. M. 104, 369, 429, 511, 554,	646,
Abrahams, Frederick	290	Ambrose, Rev. J. E.	517	670, 703.	
Ackerman, William K.	128, 132,	Ambrose G. H.	612	Avery, William	677
Ackhoff, Henry	657	Amernan, George K.	535, 536,	Avery, William H.	678
Ackley, J. B.	641	Amet Charles L.	263,	Ayer, Benjamin Franklin	132
Ackley (John P.) & Co.	643	Amick, Hiram	91,	Ayer, John V.	352
Adair, William R.	295	Amick, Pleasant	703	Aykroyd, George M.	655
Adam, A. B.	606	Amick, Mrs. Pleasant	766	Ayres, Enos	577
Adams, Abbott L.	279, 282,	Anderson, Miss Ann	536	Ayres, Marshall	629, 644
Adams, A. W.	158	Anderson, Charles	709	Babbitt, John W.	221
Adams, Benjamin	333, 369,	Anderson, C. K.	691	Babcock, Charles Ferdinand	113
Adams, B. & Co.	333, 334	Anderson, Edward	199, 201, 290,	Babcock, Franklin	650
Adams, Benjamin F.	103, 439	Anderson, Rev. Galusha	460	Babcock, Miss Jane A.	314
Adams, Cyrus	507	Anderson, George	164,	Babcock, Miss Mary E.	314
Adams, Cyrus H.	363	Anderson, Isaac	459	Babcock W. S.	692
Adams, F. Granger	163, 626, 631, 632,	Anderson, John	489,	Babst, Frederick	293
Adams, Francis	49, 54	Anderson, Patrick	370,	Bachelor, Merritt P.	228
Adams, George E.	470	Anderson, Thomas W.	661	Bachmann, C.	666
Adams, Gustavus P.	334, 625	Anderson, W. D. S.	93	Bacon, Ebenezer	163, 170, 228, 288,
Adams, Rev. Henry	412	Andrews, Mrs. C. S.	312, 313	Bacon, Moses S.	368, 370, 371, 631
Adams, Henry W.	257, 295	Andrews, Edmund, 298, 514, 515, 522, 526,		Badger, Alpheus C.	625, 632, 633
Adams, Hugh L.	352, 363, 370,	531, 532, 539, 549, 550, 733.		Baedecker, Adolphus	660
Adams, James	333, 334	Andrews, James	555, 691	Baerlin, Louis	394
Adams, James F.	633	Andrews, Joseph H.	582	Bagley, Charles	193
Adams, J. McGregor	670	Andrews (P. B.) & Co.	678,	Bailey, Bennett	517
Adams, John	660	Andrews, R. H.	666	Bailey, F. H.	56
Adams, John M.	657	Andrews, Wesley P.	208	Bailey, John C. W.	668, 669
Adams, Joseph	191, 289	Anthony, Elliott	49, 159, 471,	Bailey, Jonathan B.	370
Adams, Robert	291	Anton Philip L.	282	Bailey, Jonathan N.	327, 390
Adams, Robert D.	218, 291	Antrobus, John	557	Bailey, Joseph	327
Adams, T. W.	658	Appell, Fred	658	Bailey, Michael B.	50
Addison, Robert A.	657	Arbuckle, William	164	Bailey R.	698
Addy, Edward	655	Archer, George A.	609	Bailhache, Preston H.	180, 181
Adler, Alexander	116	Arion, C. P. J.	632	Baine, Alexander	116, 511
Adler, Dankmar	566	Armour, George, 163, 346, 349, 369, 370,	374,	Baird, Azariah M.	253, 524, 294
Adler, Rev. Lieberman	116, 446	375, 445, 511, 617, 626, 641, 644.		Baird, Lyman	574, 640
Adolphus, Philip	553	Armour, Dole & Co.	341, 373, 375,	Baker, C. H.	650
Adsit, Charles C.	634	Armour, Philip D.	331	Baker (George) & Co.	645
Adsit, James M.	512, 625, 632, 633,	Armstrong, Charles M.	341	Baker, Hiram	568
Adsit, J. M. Jr.	634	Armstrong, E. R. T.	159	Baker, Rev. Samuel	436
Afield Brothers	650	Armstrong, George Buchanan	390, 391,	Baker, Theodore E.	279
Agnew, Francis	94, 95	Armstrong, John M.	49, 554	Baker, William	512
Ahearn, G. E.	666	Armstrong, Thomas H.	514	Baker, William D.	489
Aiken, Edmund	345, 515, 625,	Armstrong, W. W.	661	Baker, William T.	370, 661
Aiken, Frank E.	609, 611	Arnold, Rev. A. N.	438	Balataka, Hans	591, 593, 609
Aiken, Gerritt V. S.	189	Arnold, Arthur	748	Balek, Otto	234,
Aiken, S. Norton	633	Arnold, David	221	Balding, Thomas E.	293
Ainsworth, L. H.	506	Arnold, Isaac N. 159, 160, 163, 193, 315, 458,		Baldwin, C. W.	350
Akin, Andrew	164	484, 495, 513, 514, 626, 627, 670, 735,		Baldwin Herbert L.	692
Albaugh, William	545	748.		Baldwin, John	691,
Albee, C. P.	656	Arrington, Alfred W.	462, 465	Baldwin, John A.	162, 189, 506
Albert, Ed.	649	Arrington, Alfred W., Mrs.	323	Baldwin, Silas D.	165, 218, 219, 221,
Albrecht, Rev. Philip	406	Arthur, William R.	163, 352	Ball, George C.	364
Aldrich, B. F.	408	Artinstall, Samuel George	62	Ball, James M.	363
Aldrich, Clarence	264, 297	Asay, Edward G.	470, 495	Ball, Mrs. R. S.	313
Aldrich, J. H.	641	Ash, Isaac N.	371	Ballantyne, James F.	104, 497
Aldrich, William	661	Ashley, Augustus G.	364	Ballard, Addison	374
Aleckner, David	461	Atchison W. D.	548	Ballard, Dr. E. A.	541
Alexander, L. E.	511,	Atkins, Arthur Rollin Heber	655, 660,	Ballard, Joshua S.	235, 237, 293,
Allan, Mrs. R. J.	598	Atkinson, Edward M.	295	Ballingall, Patrick	669
Allen, David R.	612	Atkinson, Manning F.	290	Balskan, W. H.	688
Allen, H. C.	541	Atwater, J.	116	Baltzwell, W. H.	535
Allen, James P.	690-691,	Atwater, Merritt A.	213,	Bangs, Edward W.	364
Allen (J. P.) & Co.	693	Atwater, Samuel T. 340, 369, 370, 625, 639,		Bangs, George H.	88
Allen, R. J.	598	642, 643, 644, 645, 646.		Bangs, George S.	391
Allen, Stewart S.	289	Atwood L. L.	506	Bangs, J. S.	164
Allen, William T.	646	Augenstine, Rev. C.	442	Bangs, Lester G.	187

	Page		Page		Page
Banker Brothers & Greene.....	650	Bausenbach, Charles G.....	267	Bentley, Cyrus 159, 318, 321, 323, 511, 513, 535, 643.....	
Barnard, Lyman & Co.....	634	Baxter, Albert F.....	278, 299, 345	Bentley, Orr & Warnock.....	691
Banta, J. W.....	74	Baxter, Dr. A. J.....	765	Bentley, Rev. Robert.....	426
Banyon, Augustus H.....	776	Baxter, Daniel F.....	340, 342	Berdell, Charles.....	519
Baragwanath, William.....	49, 606	Baxter, Henry J.....	278, 345	Berg, Adolph.....	658
Barber, Edwin L.....	242, 293	Baxter, Morris A.....	661	Berry, H. C.....	664
Barber, Jabez.....	680, 690, 691	Baxter, William G.....	498	Berger, Louis A.....	50
Barclay, Daniel.....	662	Bay, Mrs. Clara.....	536	Bergh, Oscar Julius.....	293
Barclay, Joseph C.....	189	Bay, George B.....	536	Berry, L. D.....	657
Barker, Mrs. Alice.....	110	Bayley, William E.....	296	Berteau, Felix G.....	116
Barker, Charles W.....	161, 164, 205, 607	Bayliss, Rev. J. H.....	424, 426	Berry, Joseph S.....	292
Barker, John Clarke.....	481	Bean, Edwin.....	656	Best, W. E.....	657
Barker, Joseph N.....	104	Beardsley, L. S.....	632	Betts, Josiah T.....	555
Barlow, J. W.....	302	Beaty, John F.....	348, 365, 369, 538	Betts, Nathaniel B.....	213
Barnard, Daniel E.....	230, 242, 294	Beatty, Thomas M.....	187, 288	Bevan, Thomas.....	531, 536, 538, 547
Barnard, Gilbert Wordsworth 655, 660, 664, 666.....	603	Beaubien, Alexander.....	517	Beveridge, John L.....	259, 260, 268, 269, 296
Barnes, David M.....	505	Beaubien, Mrs. A. M.....	314, 320	Beye, William.....	54
Barnes, Gilbert L.....	208	Beaubien, Jean Baptiste.....	327, 570	Bice, Augustus A.....	162, 189
Barnes, Henry.....	228, 292	Beaubien, Madore.....	327	Bickerike, George.....	576
Barnes, J. S.....	657	Beaubien, Mark.....	327, 392, 574	Bickerdyke, Mrs. Mary, 316, 317, 318, 320, 322.....	
Barnes, Royal B.....	505	Beaufort, Francis.....	268, 298	Bickford, C. D.....	628
Barnet, Alexander.....	421, 657, 658	Beaumont, C. E.....	170	Bickford, Frederick B.....	282, 299
Barnet, George.....	617	Bechstein, Frederick.....	232, 293	Bigelow, A.....	159
Barnett, James.....	421	Becker, C. S.....	661	Bigelow, Daniel F.....	556, 561
Barney, Albert M.....	387	Becker, Eliza.....	116	Bigelow, Edward A.....	372
Barney, Mrs. W. J.....	323, 538	Becker, Leopold.....	196, 289	Bigelow, Gilbert F.....	235, 293
Bar, Joseph W.....	286, 299	Beckers, Oscar E.....	166, 272	Bigelow, James L.....	372
Barrell, James.....	375	Beckwith, Corydon.....	464, 465, 763	Bigelow, John C.....	295
Barrell, Joshua.....	503, 509	Beckwith, J. L.....	650	Bigelow, Liberty.....	119
Barrett, Jared.....	555	Bedford, Meredith & Co.....	625	Biggs, Charles.....	656
Barrett, John P.....	91, 93, 95	Beebe, Gaylord D.....	540, 541	Bill, W. A.....	697
Barrett, Oscar W.....	127, 642, 643, 647, 650	Beebe, George T.....	50	Billings, A. M.....	702
Barrett, Samuel E.....	271, 272, 273, 274, 298	Beebe, L. A.....	658	Bingham, Charles B.....	127
Barrett, Stephen.....	49, 50	Beebe, Thomas H.....	325, 333, 369, 632, 641.....	Bingham, Henry W.....	258, 294
Barrett, Rev. Stephen M. A.....	400	Beecham, Horace King.....	663	Bingham, R. H.....	661
Barron, William T.....	159, 458	Beecher, A. D.....	562	Bingham, Rev. S. R.....	422
Barrows, Rev. John H.....	416	Beecher, Jerome.....	121, 330, 449, 702	Binz, August.....	658
Barry, Rev. A. Constantine.....	441	Beecher, Mrs. Jerome.....	311	Binz, Francis X.....	295
Barry, Garrett.....	116	Beecher, M. J.....	661	Bird, A. J.....	660, 661
Barry, George.....	295	Beeks, James C.....	572	Bird, H. G.....	612
Barry, Joseph H.....	295	Beem, Martin.....	476	Bird, J. Herman.....	654, 655
Barry, Thomas.....	94, 95, 96, 100	Beers, Cyrenius.....	407, 408, 517, 641	Bise, William R.....	275
Barry, Wallace.....	657	Beers, Rev. H. W.....	412	Bishop, Albro E.....	539
Barry, Rev. William.....	513, 514, 535, 550	Behrend, William.....	189	Bishop, Edward F.....	244, 247, 294
Barry, William E.....	252, 294	Beidler, J.....	691	Bishop, Rev. H. N.....	443
Barstow, Gardner S.....	655, 661	Beiersdorf, Robert.....	658	Bishop, William.....	274, 288
Bartlett, A. C.....	683	Belcke & Fisk.....	116	Bissell, Charles H.....	504
Bartlett, J. A.....	666	Belden, J. S.....	652	Bissell, George F.....	645
Bartlett, John.....	547	Belden, Oliver W.....	682	Bissell, K. M.....	431
Bartlett, M. B.....	627	Belke, C. J.....	116	Bitter, August.....	198, 290
Bartlett, N. Gray.....	539	Bell, Alexander.....	350	Bixby, C. S.....	657
Bartlett, Rev. Samuel C. 429, 431, 432, 433.....	433	Bell, B. Bradford.....	187	Black, William P.....	200, 201, 203
Bartlett, Rev. William Alvin.....	430, 431	Bell, Charles A.....	265, 266	Blackman, Carlos H.....	349
Barton, Rev. John O.....	408, 411	Bell, Digby V.....	159, 164	Blackman, Chester S.....	349, 350
Bascom, Rev. Flavel.....	690	Bell, George R.....	199, 200, 290	Blackman, E.....	104
Bascomb, A. D.....	666	Bell, John B.....	529	Blackman, Orlando.....	166
Bass, Perkins.....	193	Bell, Joseph Warren.....	265, 266, 297	Blackman, R. I.....	164
Bassett, E. J.....	636	Bell, William W.....	267, 297, 388	Blackman, Willis L.....	349
Bassett, George.....	517	Bellamy, Meeker & Co.....	673	Blackstone, John.....	327, 328
Bassett, Henry D.....	606, 607	Bellinger, Richard.....	759	Blackstone, Timothy B.....	141
Batholomew, Merritt P.....	180, 292	Bellows, George L.....	213, 215, 296	Blackwell, Robert S.....	461
Bateham, William B. 50, 655, 656, 710, 717, 718, 763, 764, 766, 797, 771.....	717	Belomy, Robert J.....	296	Blakie, Andrew.....	420
Bates, A. J.....	448	Bender, George A.....	294, 775	Blakie, Elizabeth A. Miss, 312, 313, 320, 420.....	
Bates, Eli.....	369, 370, 439, 691, 692	Bendixen Ole.....	775	Blain, Mrs. W. D.....	313
Bates, George C.....	611	Bendley, Heinrich.....	643	Blair, Chauncey B.....	625, 630, 633, 682
Bates, Joseph E.....	650	Benedict, Amzi.....	349, 626, 643	Blair, Chauncey J.....	371
Bates, L. B.....	608	Benedict, Mallory & Farnham.....	696	Blair, Edward T.....	682
Bates, William S.....	641	Benedict, R.....	412	Blair, Fergus M.....	656, 657
Bates, W. W.....	666	Bengley, A.....	50	Blair, John.....	323
Batholomew, Frank H.....	295	Benjamin, John.....	607	Blair, Lyman.....	353, 360, 369, 370, 682
Batholomew, William.....	50	Benjamin, Schuyler S.....	503	Blair, William, 370, 449, 630, 641, 671, 682, 683, 684, 702.....	
Bauer, August.....	565	Bennett, Mathias.....	91, 709	Blackall, A. H.....	700
Bauer, George.....	234, 297	Bennett, A.....	421	Blackall, E. S.....	700
Bauer, Hermann.....	595	Bennett, Ammi Merchant 370, 371, 657, 658, 662, 663, 664.....	299	Blackburn, Martin.....	657
Bauer, Julius, Jr.....	595	Bennett, Henry F.....	276, 278, 281, 299	Blackman Edwin.....	626
Bauer, Joseph.....	595	Bennett, Robert J.....	699	Blackstone, T. B.....	646
Bauer, William.....	595	Bennett, William.....	392	Blackwelder, I. S.....	652
Baugher, Rev. L. M.....	425	Benoit, Adlon.....	332	Blaisdell, Timothy M.....	273, 298
Baumgarten, Frank.....	358, 506	Bensley, George E.....	332	Blake, Charles V.....	230
Baumgarten, Frank H.....	104, 412	Bensley, John Russell.....	332, 370	Blair, E. Nelson.....	118, 371, 439
Baumgarten, Frank H.....	423, 424	Benson, Francis F.....	449	Blake, Herbert M.....	244, 246, 249, 294
Baumgarten, Frank H.....	423, 424	Bent, J. W.....	661		
Baumgarten, Frank H.....	423, 424	Bent, Silas.....	128		

SPECIAL INDEX.

11

Page	Page	Page
Blake, Samuel C. 180, 204, 288, 290, 535, 536, 538, 547, 550.	Botsford, Jabez K., 49, 159, 321, 630, 631, 641, 650.	Brierly, Mrs. J. F. 116
Blakely, A. W. 658	Botsford, Mrs. Jabez K. 311	Briggs, Clinton, 336, 337, 348, 352, 369, 370, 371, 604.
Blakely, C. H. 498	Botsford, John R. 270, 271	Briggs, Jeremiah B. 104
Blakely, David. 388, 498	Botsford, Minerva 671	Briggs, Samuel A. 104, 110, 625, 628, 629, 630, 646, 649.
Blakie, A. 540, 550	Boudreaux, Rev. Florentine J. 402	Briggs, William. 507
Blanchard, Francis G. 508	Bouton, William H. 276, 299	Brine, George J. 332, 353, 360, 370, 371
Blaney, James V. Z. 449, 513, 514, 515, 522, 523, 538, 539, 552, 655, 656, 660, 662.	Bouton, Edward 275, 276, 299	Brine, William. 353
Blanke, H. F. W. 190, 198, 289	Bouton, Nathaniel S. 235, 293, 512, 670, 681	Brinkerhoff, John. 555
Blatchford, Eliphalet W. 315, 320, 321, 322, 449, 511, 514, 515, 644.	Bowen, Chauncey T. 50, 604, 645	Bristol, Mrs. H. L. 312, 313, 323
Blatchford, Mrs. Eliphalet W. 315, 322	Bowen, E. R. 647	Bristol, R. C. 568, 636, 637, 642
Blatherwick, Edward G. 291	Bowen, George S. 513, 547, 646	Broadway, Albert S. 613
Blattner, Henry 658	Bowen, Ira 746	Broadway, Charles H. 613
Blayney, Thomas W. 650	Bowen, James H. 167, 625, 629, 647	Broadway, Daniel H. 613
Blinn, Odellia 547	Bower, R. A. 487	Broadway, J. H. 612
Bliss, A. H. 125	Bowers, George 279	Broadway, Morris D. 612
Bliss, Philip Paul. 594	Bowers, John H. 661	Broderick, Rev. A. 399
Bliss, Sylvester S. 538	Bowers, J. N. 658, 666	Brodie, John. 369
Bliss, Mrs. Sylvester S. 743	Bowker, Andrew G. 666	Bronson, Stephen. 263, 264
Bliss, William 723	Bowler, Brookhouse 611	Bronson, Tracy J. 345, 353, 369, 370, 374, 628.
Block, Otto W. 196	Bowles, Mrs. Samuel 732	Brooks, A. L. 418, 422, 431
Blodgett, Edward A. 203, 294	Bowman, Justin 657	Brooks, C. W. 661
Blodgett, Henry W. 452	Boyce, A. D. 666	Brooks, J. 558
Blodgett, Wells H. 199, 200, 209	Boyd, James 625, 633	Brooks, James C. 692
Blood, Henry S. 218, 201	Boyd, James S. 213, 291	Brooks, John W. 583
Blood, I. W. 658	Boyd, Rev. Robert 436	Brooks, Joseph P. 103, 637, 642
Bloodgood, James 538	Boyd, W. H. 531	Brooks, Orson 660
Bloom, A. 625	Boydlen, James W. 388	Brooks, William 388
Bloom, James W. 278, 345	Boydlen, Mrs. James W. 705, 766	Bross, Miss Jessie 733
Bloomer, William H. 208, 390	Boyer, Valentine A. 526	Bross, John A. 159, 235, 237, 243, 293, 295, 464, 493.
Blount, Fred M. 721	Boyington, William W. 509, 512, 516, 504, 601, 632, 644.	Bross, Richard. 732, 734
Bluthardt, Theodore J. 295, 533	Boynton, Amasa J. 392	Bross, William. 49, 159, 447, 448, 491, 492, 512, 513, 515, 557, 616, 625, 630, 645, 693, 733.
Boal, Charles T. 235, 294, 680	Boynton, Charles H. 392	Brousseau, Zenophile P. 345
Boardman, Henry K. W. 541, 545	Boynton, Charles W. 370	Brother Alex. 537
Boardman, J. W. 506	Boynton, Mrs. Emily 392	Brother Bonaventura. 537
Bodman, Albert H. 50, 499	Brackett, Mrs. E. S. 313	Brower, Charles Homan. 647, 662, 664
Boesenberg, H. H. 666	Bradbury, Charles W. B. 641	Brower, Daniel Roberts. 525, 537
Boettiger A. 666	Bradish, Alvah 558	Brown, Andrew J. 424
Bogardus, Charles D. 614	Bradley, A. D. 159, 160, 600, 609	Brown, A. L. 548
Bogue, George Marquis. 449, 578	Bradley, A. F. 555	Brown, B. I. 763
Bogue, Hamilton B. 578	Bradley, Cyrus Parker. 84, 86, 94, 150, 161, 271, 555, 667.	Brown, Charles E. 645
Bogue, Roswell G. 180, 181, 187, 288, 538, 539.	Bradley, David C. 225, 637	Brown, Charles T. 94, 95
Boise, J. R. 438, 484	Bradley, Francis. 575, 640	Brown, Daniel G. 370
Bolderwick, L. H. 601	Bradley, Luther P. 210, 213, 214, 217, 218, 291.	Brown, David C. 263, 297
Bolles, Matthew 644	Bradley, Timothy 460	Brown, Edward H. 208, 290
Bolter, Andrew 679	Bradley, William Henry. 121, 164, 445, 453, 513, 591, 645, 701.	Brown, Edwin Lee. 513
Bomard, M. 116	Bradwell, Miss Ada. 312	Brown, Francis C. 49
Bomemanus, E. 159	Bradwell, James B. 313, 321, 322, 323, 454, 458.	Brown, Frank 252, 294
Bond, Heman 327, 328	Bradwell, Mrs. Myra. 312, 313, 321, 323	Brown, Frederick T. 420
Bond, Kelsey 292	Brady, S. P. 327, 328	Brown, Henry 555
Bond, Lester Legrand. 49, 50, 104, 477, 762	Bragg, F. A. 583	Brown, Henry H. 644, 645, 650
Bond, Thomas N. 362	Brainard, Daniel. 159, 163, 393, 522, 535, 554, 555, 556, 557.	Brown, J. 624
Bond, Thomas S. 531	Brainard, Ezra L. 213, 291	Brown, Judithan 506
Bonfield, John 86	Brainard, William N. 367, 369, 370, 371, 625.	Brown, John. 289
Bonfield, Joseph 104	Braisted, E. E. 625, 628, 632	Brown, Rev. John H. 423
Bonney, Charles Carroll 471, 513, 663, 680	Brand, Alexander. 669	Brown, Joseph E. 641
Boomer, Lucius Bolles 656	Brand, Edwin L. 162, 189, 213	Brown, Lorenzo 235, 293
Boomer, Lucius S. 677	Brandt, Henry. 641, 642	Brown, Maurice B. 623
Boomer, W. H. 661	Brass, Rogers J. 662	Brown, Rufus 327, 328
Boone, Levi D. 163, 449, 527, 555	Brayman, Mrs. J. O. 312, 313	Brown, Samuel 655, 660
Boone, Samuel S. 189, 288	Brayman, M. 513	Brown, S. L. 517
Boore, Harry 498	Breakey, Benjamin A. 683	Brown, Theodore F. 213, 291
Booth, Daniel 505	Breck, J. Jr. 637	Brown, Thomas B. 84, 710, 764, 780
Booth, Mrs. Elizabeth W. 339	Bredberg, Jacob. 408, 443, 444	Brown, W. C. 535
Booth, Heman D. 339	Bremner, David F. 180, 186, 187, 288	Brown, William H. 110, 159, 513, 514, 535, 555, 568, 625, 630, 645, 670, 678.
Booth, Henry 408, 455, 460, 461	Brennan, Thomas. 195, 280	Brown, William J. 711
Booth, Louis F. 296	Brennan, C. H. 650	Browning, D. M. 665, 666
Booth, Mary McKicker 599	Brennan, J. 252, 400	Bruce, Elijah K. 360, 361, 369, 370, 371, 625, 650.
Booth, R. N. 127	Brentano, Lorenz. 104, 109, 159, 499	Bruce, J. H. 657
Booth, William Sidney 345	Brewer, Alexander J. H. 208	Bruce, Thaddeus W. 116, 511
Borcherdt, Albert. 669	Brewster, Edward W. 163	Bruhn, Anton. 232, 234, 293
Borden, John 587	Brewster, Theron D. 623	Brundage, Mrs. D. M. 314
Borden, J. U. 656	Brewster, W. F. 647	Bruning, Augustus 232, 293
Boring, E. M. 424, 671	Bridge, Norman. 531	Bruns, W. H. 159
Bormann, George 670	Bridges, J. B. 517, 612	Bryan, Frederick Augustus 538, 555, 663
Bornemann, Edward 290, 555	Bridges, Lyman, 180, 182, 274, 275, 279, 298, 438.	Bryan, Thomas Barbour, 159, 163, 167, 310, 312, 321, 322, 323, 448, 477, 512, 513, 517, 587, 591, 600, 644, 753
Borner, William 656	Bridges, T. B. 536, 556	
Boss, Daniel W. 164, 667		
Botkin, Alexander 497		
Botsford, Benjamin B. 189		
Botsford, Bennett B. 631		
Botsford, Henry 370		

	Page		Page		Page
Bryant, James M.	334	Butler, Walter	420	Casselmann, C. J.	50
Buchanan, John	419	Butler, William M.	517	Cassidy, D. E.	508
Buchanan, M. D.	627, 632	Butterfield, J. A.	594	Castle, Edward Herrick	580
Buchanan, T.	627	Butterfield, Justin	745	Catlin, Seth	333, 336, 348, 369
Bucher, Charles Ambler	230, 528	Butterfield, M. D.	517	Caton, J. D.	125, 574, 717
Buck, Dudley	503	Butterfield, W.	517	Caulfield, Bernard G.	495, 669
Buck, George	538	Buttolph Albert C.	699	Cella, Giovanni L.	394, 395
Buck, Henry A.	215, 291	Button, Peter	660	Chadbourne, Alexander S.	235, 237, 238, 293
Buck, Ira A. W.	656	Button, Mrs. T.	313	Chadburn, Benjamin H.	218, 291
Buck, Jonas L.	268, 298	Butts, Jesse D.	208	Chadwick, William P.	669
Buckel, Miss C. A.	546	Butz, Casper	162, 555	Chaffee, Charles W.	658
Buckie, John, Jr.	490	Buxton, F. S.	598	Chaksheld, George	330
Buckingham, Alvah	374, 634	Ryford, William H.	522, 531, 532, 536, 539	Chalmers, Thomas	666
Buckingham, C. P.	374	Byrne, James P.	669	Chamberlain, I. S.	660
Buckingham, Ebenezer	368, 374, 629, 646	Byron, James	657	Chamberlain, Leander T.	429, 445
Buckingham, John	374	Caberey, Henry R.	656, 658	Chamberlin, E. P.	701, 728, 755
Buckingham, J. & E.	373, 374	Cable, Ransom R.	151	Chambers, Bennett B.	421
Buckley, George	494	Cady, C. M.	591	Chambers, H. O.	342
Buckley, Thomas H.	94, 643	Caldwell, Billy	327	Champion, Annie	610
Buckley, William	87	Caldwell, Peter	292	Champion, Patrick	250, 252, 294
Buckner, Simon B.	494	Calhoun, William A.	187, 288	Chandler, Alphonse B.	634
Buehler, John	50, 52, 450, 666, 763, 764, 771	Calkins, Allen C.	50, 412, 538	Chandler, Charles	644
Buel, Ira W.	49, 641	Calla, Charles	614	Chandler, Edward Bruce	91, 93, 711
Bugbee, L. H.	316, 424, 425	Callahan, J.	612	Chandler, Frank R.	634
Buhrle, Lucas	655, 658	Callow, Edward	657	Chandler, George	235, 293
Bulbony, Francis	327, 328	Cammack, John	689	Chandler, George B.	345
Bullwinkle, Benjamin F.	94, 704	Cameron, Charles S.	261	Chandler, George W.	235, 236, 237, 242, 243, 244, 293
Bunce, Joseph A.	655	Cameron, Daniel	495, 669	Chandler, Henry B.	278, 495, 496
Burch, I. H.	315, 513, 626, 636, 671	Cameron, Daniel Jr.	225, 226, 656	Chandler, Peyton R.	632
Burch, Thomas R.	639	Campbell, Ann McGill	116	Chandler, William	299
Burchett, John C.	657, 661	Campbell, A. H.	644, 645	Chapin, Charles H.	91
Burchard, W.	267	Campbell, Benjamin	616	Chapin, John P.	555, 568, 636, 641
Buroky, Frederick	517	Campbell, Frank W.	583	Chapin & Foss	705, 718
Burdett, F. J.	658	Campbell, James B.	568	Chapin & Marsh	691
Burdock, W. A.	656	Campbell, James L.	50, 164, 583, 757, 763, 771	Chapman, Charles	330
Burg, Werner W.	295	Campbell, John	666	Chapman, Charles H.	568
Burgess, William	489	Campion, John	711	Chapman, Earl H.	264, 296
Burgie, Mrs. Anna M.	680	Campbell, John B.	633	Chapman, George H.	568
Burgie, Henry C.	679, 680	Campbell, J. F.	159	Chapman, Henry	641
Burger, H. A.	632	Canfield, Edmund	646	Chappell, D. N.	517
Burke, Rev. Thomas	398	Canfield, W.	738	Chard, Thomas S.	645
Burkhardt, Adolph	228, 292	Caniffe, Hyacinthe	288	Charles, Oscar	297
Burley, A. G.	655	Canman, Leo	658	Charles, William	650
Burley, Augustus H.	56, 94, 167, 439, 488, 626, 627, 631	Cannon, R. M.	370	Charlton, James	143
Burling, Edward	358, 512, 564	Carey, H. G.	657	Chase, Charles C.	103, 589
Burlingham, E. P.	640	Carbine, Thomas	666	Chase, Charles E.	603
Burnam, Ambrose	555, 556	Carlstadt, Charles	116	Chase, C. T.	318, 320
Burnham, Edwin	349	Carney, Thomas	50	Chase, David F.	271
Burnham, Mrs. M. A.	312, 313	Carpenter, Benjamin	49, 56	Chase, Dudley	407, 408
Burns, James	289	Carpenter, George Benjamin	656	Chase, Horace G.	589
Burns, Jennie	116	Carpenter, John H.	50, 261, 296	Chase, Samuel B.	585, 589
Burns, Robert Ferrier	421	Carpenter, Philo	103, 104, 108, 113, 306	Chase, Brothers & Co.	585, 589
Burr, Jonathan	108, 449, 514, 626, 627, 641, 671, 672	Carpenter, Philo	430, 432, 433, 517, 535, 555, 620, 670	Chatel, Louis	598
Burroughs, Adoniram J.	257	Carpenter, William R.	263, 296	Cheesebrough, Henry T.	295
Burroughs, J. C.	323, 435, 436, 515, 517, 666	Carqueville, Edward	489	Cheetham, E.	658
Burrows, Mrs. M. E.	612	Carr, E. S.	522	Cheney, C.	641
Burt, A. S.	369	Carr, John D. M.	664	Cheney, Charles E.	408, 409, 412, 413, 414, 415
Burt, Joseph G.	222	Carr, Watson	408, 641	Cheney, Lucian P.	556, 660
Burt, J. R.	650	Carrey, Edmond	395	Chenoweth, W. H.	679
Burtis, James K.	701, 702	Carroll, Rev. John	407	Cherrie, Miss Eliza	765, 766
Burton, John	569	Carson, George W.	666	Chesbrough, Ellis S.	56, 65, 67, 553, 554, 681
Burton, Styles	506, 507	Carter, Asher	626	Chesbrough, H. F.	522
Braxwell, Henry	657	Carter, Artemus	49, 690, 716	Chester, Dean R.	235, 236, 238, 242, 293
Brasack, Charles	658	Carter, A. H.	535	Chester, Edward	76
Busby, Charles	427	Carter, James	617	Chester, Henry W.	228, 292
Busch, Julius	632	Carter, R. M.	164, 624	Chetlain, August L.	169, 170, 172, 173, 175, 630, 645
Buschwah, M.	658	Carter, S. P.	370, 624	Chicago Relief and Aid Society	760, 769
Bush, Hiram	187	Carter, T. B.	159	Chickering, John W.	159, 164, 235, 238, 242, 293
Bush, L.	545	Carter, William H.	50, 56, 104	Chiclester, William M.	206
Bushnell, William H.	485	Carterwright, J.	164	Childs, Shubael Davis	488, 658
Bushnell, Winslow	631	Carver, Benjamin F.	163, 513, 550, 626, 633, 641	Chipman, John L.	495
Busso, Fritz	218, 220, 291	Carver, David	327, 689	Chisholm, Henry	77
Busso, Gustav A.	50, 196, 218, 291, 771	Carver, Thomas G.	412	Chisholm, James	492
Bussom, Charles H.	297	Cary, Eugene	652	Chisholm, William	677
Butler, Rev. D.	402	Case, Charles	292	Chittenden, George R.	664
Butler, Erasmus G.	261, 262	Case, Charles H.	650	Chladek, A. B.	650
Butler, J. W.	615	Case, L. W.	522	Chrimes, John	650
Butler, Mrs. Joseph	666	Case, S. M.	690	Christian, George C.	549
Butler, Patrick T.	399, 466	Casey, Peter	190, 250, 294	Christy, Byron	600
Butler, S. H.	376, 377	Casey, Zadoc	623	Christy, W. A.	609
Butler, Theodorus J.	191, 279, 397, 398, 406	Cashman, D. A.	657, 658		
		Cass, L. W.	650		
		Casselmann, Christian	49		

Page		Page		Page	
Chrom, Thomas	655	Coatsworth, Mrs. George	316	Cook, Isaac	149, 389, 399, 495, 505, 733
Chroniger, Charles B.	199, 290	Cobb, James W.	49	Cook, J. F.	548, 549
Chumascro, John T.	694	Cobb, Silas B.	164, 339, 517	Cook, John H.	156
Church, Elijah S.	208	Coburn, Edwin	195, 289	Cook, Melvina	116
Church, Goodman & Donnelley	484, 485, 487	Cochran, Peter	657, 661	Cook, Thomas	689
Church, J. E.	655, 659, 660, 661	Cochrane, John Crombie	558, 566	Cook, William	641
Church, L. H.	643	Coe, Albert L.	159, 213, 291, 575, 591	Cooke, Alexander Hardy	531
Church, Thomas	555, 641, 683	Coe, M. E.	164	Cooke, David B.	127, 485, 486
Church, Mrs. Thomas	313	Coe, William	662	Cooke, Elias	669
Church, William L.	517	Coey, David	50	Cooke, George T.	661
Churchill, H. P.	627	Cogger, B. F.	125	Cooke, Nicholas F.	541, 543, 656, 657
Clafin, H.	650	Cogswell, W.	558	Coolbaugh, William F.	352, 370, 554, 604, 615, 625, 630, 632, 647, 738, 777
Clague, John E.	660	Cohen, Charles	654, 657	Cooley, Charles G.	282, 299, 348, 350, 370, 371
Clancy, Thomas D.	666	Cohen, G. M.	446	Cooley, F. B.	626, 627
Clapp, Henry C.	538	Cohen, Isaac R.	116	Cooley, George B.	290
Clapp, O. W.	624	Cohen, Peter	327, 568	Cooper, William H.	412
Clark, A. A.	661	Colbert, Elias	167, 168, 485, 494, 517, 701, 702, 703, 719, 750, 752, 756	Corbett, John	700
Clark, Alson E.	350	Colburn, Mrs. Levi	538	Corbett, Michael J.	402
Clark, Anson L.	548	Colburn, Luke	164	Corcoran, J.	661
Clark, Bela P.	208	Colburn, R. J.	661	Corcoran, John T.	505
Clark, Charles M.	204, 290	Colby, Charles A.	180, 288	Cornell, Paul	457, 478, 479
Clark, Mrs. Charles M.	313	Colby, Enoch	271, 273, 293	Cornell, W. B.	648
Clark, C. W.	150	Colby, George W.	228, 292	Corning, J. L.	129
Clark, Darius	691	Colby, John F.	657	Corse, John M.	387, 388
Clark, D. W., Jr.	762, 763	Colby, William	49, 641, 656	Corwith, Nathan	630
Clark, Mrs. D. W., Jr.	766	Cole, David D.	518, 762, 763, 765	Cosgrove, James F.	191, 289
Clark, G. C.	438	Cole, Frederick W.	292, 297, 657	Coston, David	289
Clark, H. A.	643	Cole, Henry	657	Couch, Ira	501
Clark, Jonathan	512, 558	Cole Rev. H. H.	412	Couch, James	501, 502, 517
Clark, J. F.	650	Cole, Josiah D. Jr.	361, 369, 370, 371, 374	Coughlin, Dennis	49
Clark, John K.	327	Cole, Lewis B.	235, 238, 293	Counselman, Charles	371
Clark, John L.	733	Colgate, Josiah S.	656	Courtwright, Henry H.	142
Clark, John S.	525	Coleman, Henry V.	712, 717	Covenry, Alexander C.	84, 91, 552
Clark, Rev. John W.	410	Collier, Robert Laird	426, 439, 445, 670, 768	Coveny, Rev. John	402
Clark, Lincoln	420	Collins, Mrs. Harriet A.	680	Cowan, John F.	421
Clark, Michael M.	252, 294	Collins, James A.	666	Cowdery, Asa A.	295
Clark, Robert	50, 104	Collins, James L.	679, 680	Cowdery, Hiram C. W.	655, 656, 660
Clark, William	555	Collins, John	487	Cowles, Alfred	491, 492
Clark, William H.	439	Collins (S. B.) & Co.	568, 636	Cowles, Edward	733
Clark, Mrs. William H.	311	Collins, William R.	630	Cowles, T. Z.	615
Clarke, George C.	77, 104, 632, 645, 646, 650	Collins & Burge	679, 680	Cowper, George	655, 656, 660
Clarke, George R.	252, 253, 254, 294	Collis, George S.	556	Cox, A. J.	487, 488
Clarke, H. W.	637	Collyer, Robert	166, 315, 336, 439, 440, 445, 485, 513, 630, 670, 672, 759	Cox, D.	555
Clarke, James C.	128, 131	Colton, D. Alphonso	541	Cox, Rev. Henry	426
Clarke, John V.	370, 632	Colver, Nathaniel	435, 436, 438	Cox, William	50, 505
Clarke, L. H.	154	Colvin, Harvey D.	127, 159, 167, 646	Cracraft, Rev. J. W.	611
Clarke, Norman	568	Colvin, John H.	276, 299	Cragin & Co.	424
Clarke, Robert	746	Colwell, E. E.	661	Cram, C. H.	696
Clarke, Thomas Cordis	657	Comiskey, John	49, 50, 190, 554, 669, 715, 762	Cram, T. J.	392
Clarke, Rev. William B.	429	Comley, E. L.	666	Crandall, Edwin J.	282
Clarke, William Edwin	529	Commerell, John A.	290	Crane, Albert	414
Clarke, William H.	752, 753	Compton, James	291	Crane, Charles S.	680, 681
Clarke, William M.	50	Comstock, Charles	629, 646	Crane, Richard T.	670, 680, 681, 759
Clarkson, J. J.	667	Comstock, E. F.	477	Crane Bros' Manufacturing Co.	680, 694
Clarkson, James T.	632	Conant, Augustus H.	180, 288	Crane, Samuel	508
Clarkson, Robert H.	409, 410, 443, 513	Cone, Pinckney S.	282, 286, 287, 290	Craven, Thomas	426
Clarkson Thaddeus S.	265, 267, 297	Condon, Charles B.	372	Cravens, William	657
Clary, Stephen	332, 333, 336, 344, 352, 369, 370, 650	Condon, Maurice S.	116	Crawford, John A.	79, 657
Claussenius, Henry	394, 395, 396, 635	Congdon, I. W.	659	Crawford, Peter	691
Cleaves, Benjamin L.	460	Conlan, James	49	Crawford, R.	661
Clement, Stephen	370, 675, 676	Conley, William J.	295	Crawford, William	77
Cleveland, A.	505	Conly, Philip	49, 163, 190, 191, 385, 388	Cregar, John	513
Cleveland, H. W. S.	731	Connell, C. J.	630	Cregier, D. C.	59, 656, 658, 659, 666, 742, 759
Cleveland, Ralph	731, 732	Connolly, Philip	506	Crego, David R.	282, 299, 661
Cleveland, Reuben	259, 296, 655, 660, 664	Conner, Freeman	164, 189	Creighton, John	447
Cleveland, S. E.	50	Connovan, Morris	715	Crerar, Adams & Co.	639
Cleveland, W. C.	615	Conover Charles H.	683	Crerar, John	141, 639
Cliff, Thomas	195, 289	Conrad, Jacob G.	625, 633, 650	Crews, Hooper	427
Closser, J. A.	650	Conroe, Isaac	296, 689	Cribben, Henry	680
Cloud, G. J.	522	Converse, Rev. James M.	402	Cribben, Sexton & Co.	680
Clowry, Jeremiah	50	Conway, E. S.	595	Cribben, W. H.	680
Clowry, R. C.	126	Conway, J.	624	Crichton, John	334
Cluett, J. C.	662	Conway, James J.	252, 254, 294	Crilly, D. F.	661
Clybourn, Archibald	327, 328	Conway, Michael W.	95, 711, 712	Critchell, R. S.	650
Clybourn, James A.	102, 189	Conway, Rev. Patrick	399	Crittenden, George R.	625
Clybourn, John H.	162, 163, 164, 165, 180, 189, 190, 263, 264, 296, 658, 661	Conway, Rev. P. J.	400, 401	Crocker, George F.	49
Clyde, John W.	655	Cook, Burton C.	137	Crocker, Mrs. L. V.	666
Coan, Cyrus	614	Cook, B. F.	670	Crocker, O. W.	658
Coates, Albert L.	293	Cook, Charles W.	631, 644	Crocker, W. H.	666
Coates, Edwin M.	189	Cook, Edward	656	Crockett, P. L.	688
Coats, Henry H.	666	Cook, Ezra A.	431	Croft, Edward	164
Coatsworth, George	235, 237, 293	Cook, George C.	318, 348, 698, 700	Cromlish, T.	658

Cronkhite, O.	627, 650	Daniels, W. H.	424	DeWolf, Calvin	50, 330, 427, 482
Crosby, Albert	607	Danks, Albert W.	295	DeWolf, Henry	133
Crosby, U. H. 163, 370, 556, 557, 559, 601, 602, 604, 605, 606, 614.		Danks, Harvey	164, 637	DeWolf, William F.	479
Crowley, Daniel	161, 280	Danks, William N.	162, 189	Dexter, Wirt. -472, 495, 554, 670, 769, 770, 771, 777.	
Crumbaugh, F.	646	Danolds, D. H.	506	Dickerson, John Oscar	663
Cudney, Albert	276, 299	Darby, Thomas	661	Dickey, Hugh T.	569, 641, 645, 701, 733
Culbertson, C. McClay	335, 369, 370	Darcey, John R.	244, 247	Dickey, J.	513
Culbertson, James M.	202	Darlington, Herbert	646	Dickinson, Albert F.	356
Cullerton, Edward F.	50	Dart, John H.	660	Dickinson, Albert F.	356
Culver, Allan M.	763	Dater, Philip W.	366, 367, 369, 371	Dickinson, Charles	356
Culver, Belden F.	656	Davenport, Edward A.	263	Dickinson, Charles E.	295
Culver, Benjamin F. 369, 370, 371, 515, 536, 538.		Davenport, Ullman & Co.	633	Dickinson, Mrs. C. P.	312, 322
Culver, Charles E.	334, 367, 369, 370, 371	Davies, Dr. John	545	Dickinson, E. F.	671
Culver, Mrs. Charles E.	766	Davies, John E.	531	Dickinson, Mrs. E. F.	312
Culver & Co.	335, 624	Davis, Ambrose D.	650	Dickinson, G. D.	625
Culver, George N.	335	Davis, Charles G.	530	Dickinson, Mrs. G. F.	313
Culver, H. Z.	762	Davis, Charles J.	369, 370, 371	Dickinson, J. R.	626
Culver, Mrs. H. Z.	766	Davis, Charles W. 213, 214, 215, 216, 218, 291.		Dickinson & Son	623
Culver, John	650	Davis, David	451, 495	Dickinson, Nathan	356
Culver, Page & Hoyne	485	Davis, Edwin S.	250, 251, 294	Diehl, Conrad	558
Culver, W. I.	478	Davis, George	251, 294	Diehl, C. H.	449
Cumins, Solon	370	Davis, George R.	637, 655	Diehl, C. L.	159
Cumming, Gilbert W.	213, 214, 215	Davis, Hasbrouck	50, 263, 264, 265, 296	Dietrichson, Gustav F.	444
Cummings (E. A.) & Co.	641	Davis, Lewis H.	641, 650	Dill, James H.	244, 245, 294, 430
Cummings, George D.	672	Davis, Myra D.	116	Diller, Alexander W.	225
Cummings, Joseph	460	Davis, Nathan S. 163, 461, 513, 514, 522, 523, 531, 537, 538, 539, 540, 549, 550, 670, 768.		Diller, J. R.	644
Cummings, P. D.	666	Davis, Pope & Co.	625	Dillon, Matthew	398, 404
Cunningham, A.	661	Davis, S. N.	666	Dillon, Patrick	495
Cunningham, D. A.	180, 182	Davis, William A.	390	Dixon, Arthur	50
Cunningham, James	277, 299	Davis, W. H.	549	Dixon, Joseph H.	87
Cunningham, J. C.	164	Davison, Benjamin F.	78	Dixon, Romeyn A.	295
Cunningham, Rev. T. M.	419	Davison, Benjamin F., Jr.	78	Doane, John W.	627
Curran, O. P.	640, 650	Dawe, Joseph	625	Dobbins, Thomas J.	631
Currier, Amos B.	506	Dawson, John R.	294	Dobson (I. F.) & Co.	641, 645, 646
Currier, Charles L.	646	Dawson, T. H.	182	Dobson, W. H.	654, 657
Currier, Julius H.	646	Day, Edward	550	Dochez, Louis A.	595
Curtis, Charles	614	Day, Henry M.	206	Dockrell, William	425, 612
Curtis, Charles H.	159, 337, 369, 370	Day, Isaac C.	647	Dodge, Clark E.	275, 298
Curtis, George D.	208	Day, J. G.	667	Dodge, Isaac C.	200, 290
Curtis, George M.	230	Dean, J. C.	545	Dodge, John C. 555, 636, 637, 639, 642, 643	
Curtis, Harvey	416, 445	Dean, M. S.	545	Dodge, Lewis	666
Curtis, Henry	660	Dean, Philip	555	Dodge, Martin	502
Curtis, William B.	288	Deane, Frederick G.	279	Dodge, William C., Jr.	658
Curtiss, Frank S.	257	DeBlick, John	402	Doggett, J. B.	661
Curtiss, James	555	Decatur, C. F.	662	Doggett, Theodore M.	218, 219, 291
Curtiss, Jacob S.	228, 292	De Clancey, Mrs. E.	598	Doggett, William E.	348, 370, 513, 515, 626, 627, 644, 646, 670, 696, 697.
Cushing, Edward F.	681	De Clercq, G.	763, 767	Doggett, Mrs. William E.	321
Cushing, Mrs. E. H.	311, 312	De Clercq, Julia C.	766	Dolan, James C.	292
Cushing, G. H.	545	Deering, G. W.	655, 656, 660, 662, 664	Dole, Charles S.	369, 370, 376, 377
Cushing, Henry H.	235, 242, 293	Dehez, Miss Rosalie	592	Dole, George W.	50, 326, 327, 390, 535, 550, 555, 568, 636, 637, 641, 670.
Cushing, N. S.	517	Dehrend, William	162	Dole, James Henry	341, 370, 371
Cushman, Hardin & Bro.	633	Deitzel, Hermann	234	Dole, Julia	671
Custer, Jacob R.	478	DeKoven, John	449, 630, 632	Dole (J. H.) & Co.	341, 624
Cutler, Alonzo	644	DeKoven, Mrs. John	627	Dole, Rumsey & Co.	326, 328
Cutler, Asa E.	655, 658	Delecar, John E.	218, 221	Dominick, William F.	682
Cutler, Joseph A.	204, 290	Deluce, Eugene F.	655	Donahue, William	401
Cutler, William H.	162, 180	Demers, James	658	Donaldson, Robert	661
Cuyler, Edward J.	140	Dempster, Daniel	296	Donaldson, S. H.	661
Cuyler, J. W.	392	Dennis, J. S.	440	Doney, Jacob	517
Dagenhardt, Mrs. L.	312, 313	Dennison, A. J.	370	Donnellan, Patrick M.	50
Daggett, William E.	394, 395	Dennison, William	449	Donnelly, Gassette & Loyd	487
Dagley, Peter	50, 128, 132, 668, 771	Dennistown, William Scott	538	Donnelly, Richard Robert	486
Dale, William M.	539, 548, 660	Denslow, VanBuren	460, 497	Donnelly (R. R.) & Sons	487
Dalliba, James E.	655	Densmore, E. H.	641	Donnelly, John	93
Dalton, Mrs. Catharine	714	Densmore, Eleazer W.	359, 369, 370	Donnelly, J. M.	83
Dalton, James	691, 714	Denton, Darius H.	371	Donnersberger, Joseph	586
Dalton, James E.	714	Denton, Solomon F.	282	Donniker, J. B.	661
Dalton, James E. Jr.	714	Dergeron, A. L.	400	Doolittle, Edgar Mantlebury	663
Dalton, James F. N.	714	Dehmann, A.	666	Doolittle, Harvey	623, 625, 632, 633
Daly, James	263, 264, 616	Develin, J.	707	Doolittle, L. A.	517
Daly, Maurice	609	Deville, J. G.	412	Dorchester, John	645
Daly, M. C.	609	Deville, Titus	531	Dorchester, William H.	268
Damen, Isaac, Ann Id.	397, 401, 492, 495	DeVillers, Charles A.	180, 190	Dore, Charles	508
Dane, Charles A.	497	Devine, M. A.	50, 764, 766	Dore, John C. 103, 106, 113, 167, 352, 357, 359, 369, 370, 371, 513, 554, 604, 620, 625, 628, 644.	
Daneault, D.	611	Devine, P.	657	Dorman, O. M.	681
Dandy, W. C.	424	Devey, E. M.	656	Dorney, John	401
Danzon, W. W.	129, 494	Dewey, H. C.	661	Dorr, E. P.	636
Danzon, Keays	267, 297	Dewey, J. R.	650	Dorselen, J. P. V.	395
Danzon, Willis	541, 648	DeWitt, James W.	162, 180	Dorset, C. P.	408, 412
D'Arizera, Antonio	213, 291, 662	D'Wolf, William	274, 410, 479	Dorsey, E. W.	658
Daniels, M.	655				
Daniels, S.	655				
Daniels, William	658				

	Page		Page		Page
Doty, Theodorus.....	164, 330,	Dyer, Thomas.....	489, 555, 568, 636, 678,	Evans, John.....	522,
Dougall, Margaret.....	507	Dyer, Mrs. Thomas.....	702	Evans, Mrs. Mary.....	661
Douglas, Charles.....	110	Dyhrenfurth, Julius.....	410	Everest, James G.....	314
Douglas, Sholto.....	392	Dyhrenfurth, Robert G.....	116, 591, 592	Everett, Charles W.....	288
Douglas, Stephen Arnold.....	678	Eames, H. K.....	267, 268, 297, 298	Everingham, Lyman.....	271, 272
Douglas, Mrs. Stephen A.....	303, 398,	Eames, M. C.....	777	Everingham, L. J. & Co.....	356
Douglas, William.....	559	Eames, Oliver E.....	159, 660	Everts, Charles E.....	356
Douglass, John M.....	87	Easson, James B.....	187, 660	Everts, William Wallace.....	658
Dox, A. J.....	370	Eastman, Francis A.....	271, 660	Ewell, Marshall D.....	434, 438, 515, 672
Dow, Asa.....	658	Eastman, Zebina.....	407, 755	Exern, Maria.....	401
Dow, J. C.....	128, 131, 167,	Ebbert, John.....	498, 636	Fairbank, Nathaniel K.....	671
Dow, J. C.....	339	Ebbert, Albert E.....	158	352, 354, 365, 368, 369, 370, 371, 614,	359,
Dow, Quirk & Co.....	340	Ebrook, Thomas.....	539	670, 704, 706, 709	641,
Downal, Stephen.....	339	Edbrooke, Willoughby J.....	510	Fairbank, Mrs. Nathaniel K.....	538
Downing, Benjamin F.....	327, 328	Eddy, Albert.....	566	Fairs, Rev. W. W.....	422
Downs, Hyler A.....	633	Eddy, R. H.....	422	Fake, Frederick L.....	244, 294
Downs, James B.....	268, 298	Eddy, T. M.....	424	Fales, David.....	657
Downs, Samuel Hopkins.....	657	Edwards, Alfred.....	427, 610,	Fales, H. D.....	750
Dox, Hamilton B.....	264, 295, 296, 626	Edwards, Arthur.....	641	Fales, Mrs. Mary.....	697
Doyle, James M.....	289	Edwards, Edward N.....	657, 661,	Falk, James A.....	750
Doyle, Rev. Joseph H.....	400, 404	Edwards, Edward W.....	309, 534	Fallis, Sylvanus W.....	489
Drake, Carlton.....	655, 657	Edwards, F.....	624	Fanning, Rev. John.....	399
Drake, J.....	625	Edwards, John T.....	49, 94,	Fargo, C. E.....	321
Drake, John B. I. & I.....	502, 509, 614, 646,	Edwards, Richard.....	632	Fargo Mrs. C. G.....	312,
Draper (J. F.) & Co.....	736	Edwards, Rev. William.....	404, 406	Fargo, Charles H.....	667
Dreier, Emil.....	104, 394,	Egan, Wiley M.....	360, 369, 370, 371, 610, 613,	Fargo, James C.....	610
Drew, Charles W.....	395	655, 657, 658, 659, 660, 661, 662, 663	658	Fargo, S. M.....	607
Drew, Frank.....	617	Egan, William B.....	449, 504, 555,	Farlin, J. Whitney.....	419
Drew, Rev. J. B.....	438	Eichhold, Abraham.....	360, 624	Farmer, George T.....	644
Drew, Stephen.....	750	Eisendrath, Nathan.....	634	Farmer, J.....	670
Drexel, J. W.....	633	Eiterman, L. H.....	442	Farnham, Henry.....	626, 627,
Dreyer, E. S.....	449	Eldred, George C.....	647	Farnsworth, John F.....	259, 268
Driscoll, Daniel D.....	50, 459	Eldridge, Daniel G.....	372	Farnum, Henry.....	513
Drummond, Frank.....	297	Eldridge, Hamilton N.....	257,	Farowid, J. A.....	645
Drummond, Thomas.....	163, 164, 167, 384,	Elkridge, Isaac.....	661	Farquhar, John M.....	244, 245, 247, 249,
452, 458.	560	Elkins, Henry K.....	362, 369	Farr, M. A.....	677
Drury, John H.....	163, 170, 172, 179,	Ellison (W. P.) & Bros.....	292	Farr, R. E.....	491
Ducay, Arthur Charles.....	288, 638, 639, 640, 643, 644, 650.	Ellinwood, Charles N.....	625	Farrer, Henry W.....	324, 672
Duffy, David.....	250, 251, 294	Elliott, G. T.....	87	Farwell, Charles B.....	159, 458 615, 616, 641,
DuFoe, Nathaniel H.....	208	Elliott, Horace M.....	658	647, 663, 694, 705	
Duggan, R. T. Rev. James.....	397, 398, 399,	Elliott, William H.....	658	Farwell, John V.....	227, 323, 324, 346,
400, 402, 405, 557.	615	Elliott, W. S.....	624	348, 353, 369, 370, 445, 497, 511, 512,	
Dun, Joseph.....	505	Ellis, J. A.....	604, 625,	547, 554, 630, 638, 644, 647, 670, 694,	
Duncan, Robert.....	543, 545	Ellis, J. Ward.....	545, 604, 666,	Farwell, Simon.....	490, 604
Duncan, Thomas C.....	545	Ellis, Samuel A.....	327, 328,	Farwell, William W.....	159, 369, 455, 461, 513
Dunham, Henry.....	554, 626, 627,	Ellis, Rev. Sumner.....	244, 294	Farwell, Mrs. W. W.....	766
Dunham, John H.....	345, 371, 637,	Ellison, George.....	625	Faulkner, James R.....	180, 288
Dunham, Ransom W.....	655	Ellsworth, Elmer E.....	187, 189,	Faulkner, Samuel.....	700
Dunham, W. N.....	650	Ellsworth, L. C.....	642,	Faulkner, S. W.....	700
Dunlap, Geo. L.....	135, 138, 513, 554, 597,	Elson, T. J.....	657	Fauntleroy, Henry.....	420
Dunlap, Mrs. George L.....	597	Ely, David J.....	410, 515, 517,	Favor, Otis S.....	294
Dunlap, John.....	40	Emden, Solomon P.....	267	Faxon, Albert E.....	695, 696
Dunlop, Hugh.....	690,	Emerson, Darius F.....	508	Fay, A. S.....	164
Dunna, Hugh.....	505	Emerson, J. P.....	601	Fay, Ezra E.....	374
Dunn, John.....	289, 395	Emery, S. Hopkins.....	420	Fay, Martin.....	117
Dunn, R.....	438	Emmons, Francis A.....	295, 538	Feeney, Patrick.....	250, 251, 294
Dunn, William.....	715	Enders, Henry.....	394, 442	Feindt, Wilhelm H.....	658
Dunne, Rev. Dennis.....	249, 252, 397, 400,	Endicott, William F.....	628	Feldkamp, John.....	659
402, 404, 405.	471	Engel, Benjamin.....	658	Felsenthal, Rev. B.....	4, 6, 447
Dupree, Charles A.....	338	Engel, Robert.....	50	Felsenthal, H.....	104
Dupree, Cyrus.....	371	Engel, Samuel.....	658	Felsenthal, Michael.....	635
Dupree, John, Jr.....	471	Engelstedt, Emanuel.....	295	Felton, Charles H.....	296
Dupree, Judah & Willard.....	270	Engle, C. S.....	657	Felton, J. O.....	164
Dupries, Frederick.....	228, 292	Engstrom, Frederick F.....	657, 661	Felton, W. H.....	122
Durham, Benjamin, Jr.....	278, 282, 660	Ennis, Charles.....	631	Fenn, C. T.....	564
Durand, Calvin.....	345	Ennis, James.....	482	Fergus Brothers.....	483
Durand, Calvin, Jr.....	698	Ennis, William.....	180	Fergus, George H.....	180
Durand, C. E.....	698	Ennis, W. H.....	631	Fergus, Robert.....	485
Durand, H. C.....	698	Enzenbacher, Andrew.....	49	Ferguson, Alexander.....	615
Durand, John M.....	698	Erbe, Arthur.....	196, 198,	Ferguson, Charles H.....	636
Durant, J. T.....	517	Erby, William.....	290	Ferguson, Daniel.....	252, 253, 294
Dushek, Joseph.....	714	Erickson, Christian.....	234, 293	Ferguson, Duncan.....	653
Dutch, James B.....	271, 298	Ernst, Joseph H.....	440	Ferguson, Nicholas P.....	208
Dutcher, Gilbert.....	505	Erskine, Albert.....	266, 297	Ferguson, W. G.....	615
Duvall, Harry.....	650	Erskine, Ebenezer.....	422	Fenno, A. W.....	602
Dwight, John H.....	370, 371	Fischenburg, J. William.....	656	Ferns, John Porter.....	633, 665
Dwight, Mary A.....	116	Fischenburg, N.....	159	Ferrier, Alexander.....	422
Dwyer, E. P.....	604	Fischenburg, W. S.....	102	Ferrill, William.....	657
Dyas, Dr. W. Godfrey.....	537, 538, 546,	Esher, Rev. J. G.....	442, 413	Ferry, W. M.....	601
Dyer, C. H.....	775	Esterbrook, J. S.....	624	Few, John.....	297
Dyer, C. S.....	642	Etheridge, James Henry.....	522, 640	Fichter, Frederic.....	200
Dyer, Charles V.....	121, 449, 517, 535, 550,	Evan, John.....	150, 449,	Fick, Lewis Wesley.....	716
555, 641.	633	Evans, Albert S.....	633	Field, C. R.....	313

Field, George.....	362, 370	Foster, John H. 103, 104, 107, 110, 513, 535.	Page	Gage, Albert S.....	Page
Field, Marshall.....	370, 371, 513, 694, 695	550, 626, 627, 679, 705, 754.	696	Gage Bros. & Drake.....	159, 502
Field, Leiter & Co.....	639, 695, 734.		696	Gage, David A.....	49, 50, 119, 125, 459, 502,
Fielding, William.....	606		696	503, 505, 614, 615, 616, 768.	
Finerty, James.....	406		696	Gage, E. B.....	696
Fink, Rev. Louis Maria.....	294		696	Gage, George W. 49, 50, 160, 161, 163, 502,	
Finley, Henry C.....	369, 370, 371		696	505, 513, 644, 670.	
Finney, James W.....	639		696	Gage, Lyman J.....	628, 632
Finucane, James.....	289		696	Gage, S. T.....	327, 330
Finucane, M.....	50		696	Gale, George H.....	163
Firman, L. B.....	93		696	Gale, J.....	163
Fischer, F.....	666, 700		696	Gale, Stephen F.....	488, 518
Fischer, George Henry.....	116		696	Gale, William H.....	664
Fischer, Gustav.....	460		696	Gallagher, Mrs. Joseph.....	666
Fischer, H.....	116		696	Gallagher, William B.....	228, 292
Fischer, Rev. Peter.....	400		696	Galloway, A. J.....	668
Fish, S. H.....	369		696	Gallup, Benjamin E.....	49, 584
Fisher, A.....	539, 547		696	Gamble, J. E.....	558
Fisher, E. P.....	639		696	Gardner, Freeman B.....	164, 547, 549, 553
Fisher, Frank P.....	650		696	Gardner, George.....	664
Fisher, Fred. P.....	642, 645		696	Gardner, G. W.....	637
Fisher, James K.....	370, 371		696	Gardner, Isaac N.....	213, 292
Fisher, Philip E.....	263		696	Gardner, P. G.....	658
Fisher, William.....	170		696	Gardner, S. S.....	50
Fisk, D. B.....	656, 695		696	Garfield, Mary R.....	116
Fisk, Franklin W.....	416, 439, 431, 433.		696	Garlock, Grant E.....	159
Fitch, Calvin M.....	526		696	Garrett, Augustus.....	555, 568, 636
Fitch, Charles H.....	658		696	Garrett, James.....	76
Fitch, Giles.....	164		696	Garrett & Seaman.....	636
Fitch, Graham N.....	522		696	Garrick, John.....	717, 718
Fitch, Thomas D., 527, 536, 538, 540, 547, 666.	547		696	Garrigue, R. H.....	642
Fitch, T. L.....	611		696	Garrison, C. K.....	702
Fitzgerald, James.....	191, 194, 289		696	Garrison, George.....	735
Fitzpatrick, J. H.....	609		696	Garrison, Harod D.....	548, 549
Flanders, F. L.....	313		696	Garwood, M. S.....	624
Flannagan, Rev. P. M.....	400, 404		696	Gary, Joseph E.....	456
Flannigan, Timothy.....	401		696	Gasman, Rev. J. G.....	443
Fleetwood, Stanley H.....	569, 628		696	Gassette, Norman T.....	487, 662
Fleishman, S. M.....	657		696	Gastfield, William.....	49, 50, 666
Flint, Austin.....	522		696	Gatchell, H. P.....	541
Flint, T. J. S.....	352, 375, 641		696	Gates, James L.....	656
Flint, Odell & Co.....	375		696	Gates P. W.....	554, 627, 678
Flood, A. L.....	666		696	Gault, John C.....	759, 765
Flood, E. F.....	705		696	Gauske, William.....	116
Floto, Jennie A.....	489		696	Gavin, Charles H.....	399, 400
Floyd, John.....	507		696	Gavin, Rev. Edward.....	399
Foglesberg, A.....	632		696	Gavin, John.....	450
Foley, Patrick.....	289		696	Gebhardt, Ferdinand.....	116
Foley, Rt. Rev. Thomas.....	398, 404, 536		696	Geddes, Peter.....	619
Foley, Thomas.....	614		696	Gehr, Samuel.....	538, 576
Follansbee, Charles.....	159, 412, 555, 644		696	Geib, Clark.....	762
Follansbee, Mrs. Charles.....	313		696	Geiger Henry.....	530
Follansbee, Merrill.....	159		696	Geis, Ignatz.....	100
Folsom, —.....	316, 317, 318		696	George, Erastus B.....	505
Foot, D. A.....	666		696	George, Henry P.....	658
Foot, Erastus.....	752		696	Gentry, William.....	702
Foot, Rev. H.....	432		696	Gephart, J. T. B.....	536
Foot, Henry G.....	641		696	Gerard, John B.....	592
Forbes, Albert M.....	277		696	Gerber, John L.....	94, 666
Ford, David M.....	668		696	Gerbing, F. C.....	658
Ford, Delevan.....	239		696	Gerhardt, August.....	196
Ford, Mrs. Frances M.....	116		696	Gerhardt, Hugo.....	198, 290
Ford, H. C.....	557, 558		696	Germain, J. V.....	665
Ford, Seth L.....	270		696	Gerstley, M. M.....	651
Ford, S. A.....	164		696	Gest, Joshua H.....	655, 656, 660
Ford (S. A.) & Co.....	374		696	Gettman, Joseph N.....	208, 290
Fordham, O. C.....	489		696	Geudtner, F.....	656
Forman, John.....	548		696	Gherkin, Henry.....	448
Forrest, Joseph K. C.....	488, 497, 498		696	Gibbs, Albert G.....	159, 228, 292
Forrest, Thomas L.....	517, 633, 746		696	Gibbs, Anna M.....	671
Forrester, W. C.....	598		696	Gibbs, George.....	568
Forrester, Mrs. W. C.....	598		696	Gibbs, Mrs. George.....	310
Forsthy, George A.....	289, 290, 296		696	Gibbs, George A.....	370, 374
Forsthy, R.....	677		696	Gibbs, O. C.....	670
Forsthy, John.....	419, 550, 645		696	Gibson, George H.....	371, 655, 658, 663
Forstett, Alice L.....	666		696	Gibson, John C.....	392
Foss, J. W.....	625		696	Gibson, John T. D.....	235, 293
Foss, Robert H.....	49, 660, 678		696	Gierlow, Rev. John.....	411
Foster, Addison Howard.....	533		696	Gilbert, Ashley.....	86
Foster, Mrs. Ambrose.....	310, 311, 312, 313		696	Gilbert, Charles J.....	353, 368, 370, 629, 646
Foster, Anne B.....	327		696	Gilbert, Harry.....	609
Foster, Charles H.....	142		696	Gilbert, N.....	106
Foster & Hou.....	691		696	Gile, David H.....	295
			696	Giles, William.....	553, 556
			696	Gill, B. G.....	50, 760, 771

SPECIAL INDEX.

17

	Page		Page		Page
Gill, S. H.	508	Graves, Mrs. E. B.	314	Gurney, Theodore T.	370, 371, 431, 555,
Gillespie, J. J.	94, 95	Graves, Rev. F. W.	421	657, 659, 660, 662, 664.	
Gillespie, T.	421	Graves, Miss Louisa	627	Guthmann, Raphael	587, 634
Gillette, James F.	371, 436	Gray, Charles	745	Guthrie, J. C.	367, 370, 371
Gilman, D.	352	Gray, Charles F.	625	Guthrie, James V.	162, 180, 187, 190, 288
Gilman, John	280	Gray, Charles M.	154, 512, 555, 684.	Guthrie, Presley N.	162, 180, 187, 190
Gilman, Mary	114	Gray, F. D.	370	Hause, Emil R.	449
Gilman, M. D.	641, 671	Gray, Mrs. F. D.	671	Hause, Ferd	449
Gilman, Margaret M.	671	Gray, George M.	154, 163, 683	Hack, Hubert	449
Gilmore, Ephraim M.	263	Gray, John	517	Hackett, "Beau"	116
Gilmore, Hugh J.	661	Gray, John V.	661	Hadduck, Benjamin F.	409
Gilmore, Robert A.	290, 389, 390	Gray, Joseph Arend	656	Hadduck, Mrs. Benjamin F.	632
Gilpin, Henry D.	514	Gray, S. H.	670	Hadduck, Edward H.	159, 163, 570, 627,
Gindele, John G.	56	Gray, William B. H.	517, 555	641, 672, 678.	
Gladding, Charles	228, 292	Grebenstein, Valentine	268, 297	Hadduck, Mrs. Edward H.	672
Glade, Herman O.	50	Greeley, Samuel S.	439, 656, 670, 681, 731,	Hadley, Aaron S.	292
Glassner, George	222	753		Hadley, Miss Elizabeth	316, 320
Gleason, Michael	161, 164, 190, 191, 290	Greeley, Mrs. S. S.	753	Hadley, E. W.	269, 545
Gleason, M. K.	535	Green, David	723	Hagen, Anthony	392
Glennow, P. F.	658	Green, Frank G.	654, 657	Hager, Albert D.	701, 717
Glickauf, Samuel	513	Green, F. M.	613	Hagerman, F. C.	555
Glover, Samuel J.	655, 661	Green, Henry	657	Haggard, Edmund D.	421
Goddard, Ira	146	Green, John H.	661	Hague, Rev. William	436
Goddard, L. O.	601	Green, O. B.	691	Hahn, Casper	649
Godman, William	657	Green, Russell	661	Hahn, Rev. Charles	556
Goldschmidt, Tobias	616	Green, Sanford	661	Hahn, H. S.	49, 50, 556, 667
Goldwaite, William	709, 716	Green, S. S.	658	Hahn, James A.	213, 218, 292
Goll, Bruno Henry	657	Greene, Edwin	661	Hahn, Norman E.	671
Goodale, Ed.	268, 298	Greene, Frank G.	150	Haines, Emma F.	655
Goodenow, Nathan C.	56, 554	Greene, I. S.	411	Haines, George F.	681
Gooding, William	640, 652	Greene, Rev. William	650	Haines, John C.	49, 50, 121, 159, 513, 549,
Goodman, Thomas	370, 371, 632	Greenebaum, A. C.	447, 578	Haines, Thomas C.	538
Goodnow, William H.	370, 371, 632	Greenebaum, Elias	447, 537, 587, 625,	Hale, D. R.	568
Goodrich, A. E.	360	Greenebaum, Henry	632, 633, 657.	Hale, Daniel W.	502
Goodrich, Daniel A.	160, 167, 330, 450, 460,	Greenebaum, Michael	447, 657	Hale, Edwin M.	541, 544
517, 522, 569, 626, 690.		Gregg, Miss C. A.	116	Hale, George W.	657
Goodrich, William S.	504	Greenfield, Horace K.	244, 249, 294	Hale, Thomas	642
Goodsell, C. M.	670	Greenhut, Joseph B.	232, 293	Haley, J. F.	657
Goodsell, James	497	Greensfelder, Isaac	447, 537, 697.	Halix, C.	666
Goodsmith, William	317, 318, 320, 323	Greensteider, Mrs. Isaac	311	Hall, Amos T.	604, 629, 645
Goodspeed, Rev. E. J.	435, 440	Greenwood, William H.	213	Hall, Duncan J.	244, 245, 247
Goodwin, D.	747	Greer, Robert	645	Hall, Elbridge G.	604, 628, 644, 646, 682,
Goodwin, E. O.	612	Greer, S. S.	651	683.	
Goodwin, Edward P.	428, 432, 763.	Gregg, Richard	631	Hall, Harry H.	189
Goodwin, Mrs. E. P.	766	Gregory, Charles A.	656, 747	Hall, Henry W.	213, 216, 292
Goodwin, Frederick C.	235, 293	Gregory, J. F.	661	Hall, Joseph B.	371
Goodwin, John W.	650	Gregory, Michael A.	656	Hall, L. C.	639, 640, 642, 645
Goodwin, Jonathan	636	Greise, Frederick	116	Hall, Philip A.	138
Goodwin, Stephen A.	159	Grev, Charles F.	630	Hall, Robert	666
Goody, Peter A.	658	Grev, John	150	Hall, Samuel	102
Goodyear, C. B.	360, 365, 366, 369, 370, 439	Griffin, A. L.	677	Hall, S. Chester	297
Gookins, J. B.	164	Griffin, E. W.	374	Hall, T. D.	642
Gookins, J. F.	558, 561	Griffin, Henry C.	238, 242, 293	Hall, Wallace H.	384
Goold, Nathaniel	517, 519.	Griffin, Thomas D.	221	Hall, William H.	125
Gonzales, Charles Beach	612	Griffin, Trumbull D.	278, 281, 282, 290	Halle, E. G.	642
Gore, Joel R.	295, 536, 538	Griffiths, Harry	499	Haller, W. J.	632
Gorin, Jerome R.	662	Griggs, Samuel C.	101, 483, 484, 485, 486,	Halligan, Rev. Thomas	398
Gotthelf, Joseph	268, 297	647, 733.		Halsey, C. S.	485
Gottig, Cord H.	566	Grimm, Charles	263, 296	Halsey, Rev. L. J.	419
Gould, F. N.	424	Groesbeck, Abram	529, 537	Ham, Charles H.	387, 633
Gould, John S.	417, 657	Grogan, John H.	399, 404	Hambleton, Chalkley J.	104
Gould, W. R.	370	Grossenheider, Julius	297	Hamblin, L. A.	663
Gow, Joseph	517	Grosvenor, Edward P.	268, 298	Hambright, George M.	539
Graf, Peter	440	Grosvenor, Oliver	264, 296	Hamill, Charles D.	353
Graham, Andrew J.	82	Grosvenor, Thomas W.	263, 264, 296, 776,	Hamill, Ernest A.	372
Graham, James D.	392, 514	777, 778, 780.		Hamill, Miss Julia	312
Graham, J. N.	538	Grover, Zuingleus	116, 417, 559	Hamill, R. C.	536, 538
Graham, R. M.	428	Groves, William A.	10, 639	Hamilton, David G.	577
Graham, Susan F.	116	Guenther, George	196, 280	Hamilton, Edward	218, 292
Graham, W. M.	666	Guenther, George A.	196, 199, 289	Hamilton, George	268, 297
Granger, Alvin P.	259	Guerton, H.	660	Hamilton, H. E.	658
Granger, Andrew H.	208, 290	Guerin, Rev. E. J.	401	Hamilton, J. G.	164
Granger, Elihu	564	Guerin, John	528	Hamilton, Mrs. J. G.	313
Grannis, Amos	161, 512	Gullich, Thomas F. W.	235, 236, 293	Hamilton, Polemus D.	577
Grannis, W. D. C.	412, 449, 630	Gulliver, Rev. John P.	420	Hamilton, Richard J.	327, 506
Grant, Erastus C.	506	Gund, Frederick	84, 86, 710	Hamilton, Thomas E.	577
Grant, Misses E. and B.	116	Gunn, Moses	522, 525, 537.	Hamlin, Timothy	164
Grant, Orville	723	Gunn, Robert A.	548, 549	Hammer, Jacob	658
Grantham, Isabel	116	Gunzenhauser, John	541	Hammer, D. Harry	480
Grants, M.	164	Gurley, Jason	611	Hammerick, S. Peter	290
Gratton, E. O.	230	Gurley, Joel	656	Hainmond, A. J.	627
Graver, A. J.	598	Gurnee, Walter S.	352, 513, 517, 518, 555	Hammond, Charles G.	144, 145, 163, 322,
Graves, Amherst F.	297	Gurney, Denton	733	430, 432, 449, 554, 646.	
Graves, Dexter	327, 328	Gurney, George	668	Hammond, David	367

	Page		Page		Page
Hammond, H. L.	432	Haven, Luther	103, 104, 112, 159, 385, 513,	Herrick, Elijah W.	503
Hammond, Mrs. H. L.	766	535, 626, 721.		Herrick, William B.	393, 449, 522, 524, 655
Hanchett, David	598	Haven, Samuel R.	526	Herting, John	50, 764, 766
Hanchett, Seth F.	262	Hawes, F. M.	650	Hervey, Robert	159, 467, 630, 669
Hancock, John L.	163, 227, 331, 336, 342, 346, 347, 350, 353, 368, 369, 370, 554.	Haw, Samuel	503, 656	Herzog, Anton	657
Hand, Louis R.	162, 189, 279, 299	Hay, Walter	538, 539, 540, 553	Herzog, Ignatz	657
Hand, Peter	190, 198, 290	Hayden, Edward	669	Hesing, Anthony C.	159, 165, 499
Handy, Henry H.	587, 588, 589	Hayden, Edwin	127	Hesing, Washington	499
Hanemann, A. B. C.	656	Hayden, Francis Asbury	663	Heydock, M. O.	531, 538
Hanks, N. A.	505	Hayden, James R.	162, 163, 164, 165, 180, 187, 189, 190, 288.	Heyl, Rev. Michael	442
Hannah, Richard C.	675, 677, 758	Hayden, M. M.	636	Hibbard, Homer N.	453, 498, 657
Hannab, James M.	517	Hayden, Richard N.	263, 296	Hibbard, Spencer & Co.	683
Hannis, Alonzo	721, 723, 724, 757	Hayes, Justin	549	Hibbard, Thomas M.	370, 559
Hansen, George P.	159, 512, 555	Hayes, S. J.	657	Hibbard, William G.	538, 646, 683
Hanson, Peter	232, 293	Hayes, Samuel S.	103, 104, 105, 113, 159, 163, 670, 762, 763, 764, 765.	Hickey, John	140, 766
Harding, A. C.	647	Haynie, J. H.	182	Hickey, P. J.	50
Harding, Charles	517, 657	Hayward, John	424	Hickling, William	518
Harding, Frederick	159, 162, 163, 164, 165, 180, 288.	Hazeltine, Charles P.	282	Hickox, S. V. R.	499
Harding, George F.	646, 647	Hazeltine, George H.	641, 643	Hielscher, Theodore	116
Hardy, Agnes	116	Hazlitt, George K.	655, 659	Higer, Lazarus	657
Hardy, Cyrus A.	642	Heacock, Russel E.	327	Higgie, James L.	78
Harkness, Larned B.	568	Heafford, George H.	228, 230	Higgins, Mrs. E.	311, 313
Harless, Thomas	120, 352, 370, 631, 644	Heald, A. H.	660	Higgins, I. Newton	497, 499
Harman, William	80	Heald, A. J.	549, 556	Higgins, John	263
Harman, William, Jr.	80	Healey, Rev. J. W.	431	Higgins, J. M.	615
Harmon, Charles L.	348, 513, 555	Healy, George P. A.	199, 449, 556, 557, 558, 559, 753.	Higgins, Levi	370, 371, 625
Harmon, Elijah D.	327	Healy, James T.	104	Higgins, Louis H.	225
Harmon, Isaac	327	Healy, John J.	289	Higgins, Milton H.	301
Harmon, John K.	694	Healy, Robert W.	221, 222, 224, 292	Higgins, Patrick	191, 289
Harpel, Charles	668, 756	Heap, D. P.	392	Higgins, Samuel B. H.	667
Harper, George	700	Hearoon, William	661	Higgins, Van Hollis	159, 164, 167, 449, 456, 465, 495, 513, 644.
Harper, John C.	699, 700	Heartt, Abraham	271	Higgins, W. S.	598
Harriman, Ira	658	Heartt, D. B.	517	Higginson, George M.	101, 639, 642, 670, 690, 691, 701, 750, 752, 753.
Harrington, F.	598	Heath, Monroe	50, 601, 700	Higginson, S. C.	643, 644
Harrington, John C.	250, 294	Heath, Sarah A.	116	High, George M.	417
Harrington, Scott W.	268, 298	Hebard, Mrs. Alfred	727	High, John, Jr.	513, 626, 627
Harris, A. J.	545	Hecker, F. K. F.	165, 196, 231, 232, 233, 234, 289.	Highwood, C.	560
Harris, B.	327	Hedges, Samuel P.	541, 544, 545	Hildreth, James H.	50, 279, 725, 762
Harris, Jacob	49, 392	Hedstrom, E. L.	445, 673	Hildreth, J. M.	661
Harris, Robert	615	Hefferman, James J.	292	Hildreth, Joseph S.	531, 535, 536
Harris, Solomon	657	Hetter, Nathan	657	Hill, Charles H.	292
Harris, U. P.	91, 94, 100	Heidemman, George F.	221	Hill, Edward J.	655, 659
Harris, W. H.	612	Heidsmith, August	649	Hill, Francis H.	450
Harrison, Carter H.	506, 652, 655	Height, Mrs. A. B.	666	Hill, Joseph G.	350
Harrison, H. H.	624	Heiland, E.	666	Hill, Leopold	658
Harrison, Rev. James	431, 432	Heilig, Charles A.	292	Hill, Robert	504
Hart, Abraham	657	Heilmann, Rev. A. S.	442	Hilliard, Charles W.	677
Hart, Levi W.	271, 273, 298	Helmer, C. D.	431, 432	Hillborg, John	232, 293
Hartley, Calvin S.	658	Helmut, Charles A.	393, 514	Hilliard, Hiram	268, 298
Hartmann, Rev.	442, 443	Helshire, F. E.	508	Hilliard, Lorin P.	159, 163, 369, 370, 517, 641, 659.
Hartmann, Theobald	265, 266, 297	Heminway, Francis D.	424	Hillier, Edward G.	277, 299
Hartmeyer, A.	666	Hempel, C. J.	541	Hills, Charles H.	292
Hartself, Thomas	327	Hempstead, Edward	348, 373, 374, 644, 646	Hills, D. Hobart	696, 697
Hartwell, Rev. J.	426	Hemstreet, William J.	648, 650	Hills, Newberry C.	338
Harvey, Alonzo	49	Heinrichs, Miss C. L.	116	Hilson A.	657
Harvey, George M.	649	Heinrichs, George	196	Hilton, John C.	352, 632
Harvey, Horace Acomon	657	Heinzman, George	232, 234, 293	Himmel, Rev. Jacob	442
Harvey, Mrs. J. M.	313	Heissler, Jacob	450	Himrod, George	49, 658
Harvey, John P.	263, 296	Henderson, A. W.	105, 265, 297	Himrod, William, Jr.	657
Harvey, J. S.	370	Henderson, Archibald	615	Hinckley, Charles	370, 371
Harvey, S. A.	646	Henderson, C. M.	511, 641, 647	Hingeley, Thomas	657
Harvey, T. W.	670	Henderson, R. M.	661	Hinkel, Fredrich	395
Harvey, William	658	Hendrick, August	505	Hinman, B. P.	647
Harvie, Andrew	164, 464, 669	Hendrie, William A.	656, 666	Hinsdale, H. W.	346, 348, 644, 646
Harwood, Elvis	644	Hengerland, E.	777	Hinsdale, Mrs. H. W.	211, 538
Haskell, I. H.	545	Hennersheets, James	657, 663	Hintze, Rev. Henry	442
Haskins, Allen C.	292	Hennessey, D.	656	Hinz, Herman H.	196
Hastie, Thomas	517	Hennessy, M. D.	656	Hirsch, Adolph M.	62, 164
Hatch, Albert B.	162, 189	Henooh, J. H.	657	Hirsch, Meyer	447
Hatch, Heman	505	Henrotin, Charles	395, 513	Hirschberg, Herman	658
Hatch, Ira	538	Henrotin, Fernand	522, 528	Hitchcock, Alfred Wells	654, 657, 660
Hatch, Rufus	391	Henrotin, Henry	273, 395	Hitchcock, Charles	120, 462, 513
Hatch, Thomas C.	50, 661	Henrotin, Joseph F.	394, 395, 528	Hitchcock, H.	535, 550
Hatfield, Isaac P.	656, 657, 660	Henry, R. W.	418, 419	Hitchcock, Rev. Luke	426
Hatfield, Robert M.	426, 445, 670	Henshaw, Henry	615	Hitt, Mrs. Isaac R.	313
Hathaway, Amos W.	87, 661, 662	Henshaw, J. B.	639	Hitt, John	386
Hathaway, William G.	116	Henshaw, Mrs. Sarah E.	316	Hlavin, Frank	650
Hathaway, Franklin	579	Hepburn, Alexander	666	Hoagland, Andrew J.	350, 370, 624
Hausmann, Edward	295	Hepp, Eugene	232, 234, 293	Hoagland, Martin	221
Hausman, Aaron	538	Herbert, George	164, 450	Hoard, Louis de Villers	587, 588
Haven, Carlos	461	Hierfurth, Frederick	268, 297	Hoard, Samuel	103, 163, 369, 390, 539, 553, 554, 555, 556, 642, 649.
Haven, Rev. Joseph	431, 432, 433, 447				

SPECIAL INDEX.

19

	Page		Page		Page
Hobbs, James B.	364, 370, 371	Hovey, A. H.	323	Hunter, J. Garnis	420
Hodges, Rev. J. S. B.	411	How, George M.	360, 369, 370, 624, 661	Hunter, N. D.	419
Hoes, James A.	159	Howard, C. Bronson	601	Huntington, A.	164
Hoffman, Francis A.	469, 604, 623, 632, 643, 644, 645	Howard, Charles M.	419, 420	Huntington, L. C.	641
Hoffman & Gelpcke	470, 620, 633	Howard, Frank	594	Huntley, Nathan W.	49, 50, 655, 657, 658, 660, 662
Hoffman, John	268, 297	Howard, G. D.	646	Hunton, K. A.	661, 662
Hoffmann, Michael	519	Howard, John A.	278	Huntoon, Charles	717
Hogan, John S. C.	326, 327, 328, 330	Howard, S. G. D.	628	Huntsinger, John	276
Hoge, A. H.	320, 420	Howard, Rev. W. G.	434	Hurd, Eben C.	655
Hoge, Mrs. A. H.	310, 314, 315, 316, 318, 319, 320, 321, 322, 323, 324	Howe, Allen	625	Hurd, Harvey B.	460, 461, 470
Hoge, George B.	252, 253, 254, 264	Howe, James L.	505	Hurlbut, Edwin F.	681
Hoge, Jane C.	671	Howe, Oscar	201	Hurlbut, Frederick J.	218, 291, 689
Holberg, Louis	657	Howe, R.	511	Hurlbut, Horace A.	120, 348, 511, 644, 646
Holbrook, William B.	228, 292	Howe, Samuel	369, 370, 374, 626	Hurlbut, Horatio Nelson	525, 656, 661
Holcomb, Hiram F.	655, 659, 661, 663, 664, 666	Howe & Robbins	374, 625	Hurlbut, John E.	549
Holden, Charles C. P.	49, 50, 554, 612, 647, 701, 710, 711, 718, 719, 760, 761, 764, 768, 769, 772, 773	Howell, John C.	54	Hurlbut, Vincent Lombard	662, 664, 665
Holden, Mrs. C. C. P.	766	Howell, Mrs. John C.	666	Hutchings, William	164
Holden, Charles N.	49, 94, 103, 104, 108, 113, 439, 637, 638, 639, 641, 642, 643, 644, 645, 691	Howell, Lewis	624	Hutchins, C. S.	362
Holden, Mrs. Charles N.	323	Howells, W. B.	733	Hutchinson, Benjamin P.	331, 360, 362, 368, 369, 370, 371, 624, 628, 646
Holden, Levi P.	235, 242, 293	Howes, Allen	370, 371	Hutchinson, C. L.	646
Holden, Thomas K.	657	Howison, George	658	Hutchinson, C. N. A.	747
Holland, Benjamin	116	Howland, George	108	Hutchinson, William A.	294
Holland, C.	646	Howland, Henry	218, 292, 511	Hyde, Charles E.	657
Hollingsworth, James	512	Howland, L. A.	145	Hyde, Rev. James T.	433
Hollister, J. H.	431, 511	Hoxie, John K.	632, 661	Hyde, Mary	116
Holmes, Albert A.	504	Hoyle, Philip A.	452, 453, 459, 667, 737	Hyder, Henry F.	297
Holmes, Charles B.	650, 651	Hoyle, Temple S.	541, 544, 545	Hyland, David M.	94, 711, 713, 718
Holmes, Edward L.	522, 535, 538, 547, 553	Hoyle, Thomas	164, 167, 452, 453, 463, 513, 515, 517, 550, 557, 639, 737	Hynes, Dennis J.	250, 260, 268, 296, 298
Holmes, Ira	616, 625, 629, 632, 643	Hoyle, Thomas M.	469, 737	Hynes, John A.	191, 268, 289, 298
Holmes, William G.	419, 420	Hoyt, Henry W.	578	Ide, George B.	439
Holt, D. R.	625, 626, 627, 661	Hoyt, Henry W. B.	252, 254, 294	Iglehart, Nicholas P.	576, 641
Holt, J. G.	658	Hoyt, Jesse	374	Ingals, Ephraim	522, 538
Holt, John T.	660	Hoyt, L. F.	388	Ingals, Ephraim F.	522
Holzers, Rev. L. C.	405	Hoyt, J. O.	49, 159, 644	Ingals, Mrs. E. F.	313
Holyday, Charles	279	Hoyt, J. W.	514	Ingalls, George A.	159
Honoré, Henry H.	506	Hoyt, W. H.	348	Ingalls, William A.	164
Honsinger, Emanuel	546	Hoyt, W. M.	584, 609	Ingersoll, George M.	661
Hooke, E. G.	159	Hubbard, C. T.	642	Ingersoll, Lincoln	387
Hooley, Richard M.	609, 610	Hubbard, Edward C.	633	Inness, A. G.	660
Hopkins, John L.	127	Hubbard, Elijah K.	624, 635	Inness, William	162, 164, 165, 189, 190, 288
Hopkins, M. L.	495	Hubbard, Gilbert	227, 439, 645, 646, 670	Irish, William R.	505
Hopkins, Maria	116	Hubbard, Gordon S.	40, 163, 235, 293, 327, 330, 336, 338, 370, 371, 412, 517, 535, 550, 559, 568, 581, 635, 636, 637, 639, 728, 735	Irwin, David W.	368, 370, 371
Hornor, Charles	608	Hubbard & Hunt	624, 636, 639, 643, 645	Irwin, L. D.	370
Hornor, Henry	608	Hubbard, Louis D.	295	Irwin, S. A.	159, 387, 388
Hornor, Isaac N.	608	Hubbard, William G.	568	Isham, Edward S.	460
Hornor, Maurice	608	Huber, Henry S.	555	Isham, Ralph N.	315, 317, 321, 393, 531, 550
Horton, James M.	682	Hubert, H.	116	Isham, Mrs. Ralph N.	315
Horton, Myron H.	332	Huck, John A.	49, 759	Isham, Warren S.	76, 495, 496
Horton, Oliver H.	460, 469, 632, 670	Hudson, A. S.	522	Israel, M.	657
Hosmer, Charles B.	467, 644	Hudson, Francis	655, 660	Iverson, Knud	444
Hosmer, Charles H.	162, 180	Hudson, H. S.	639	Iverson, Thomas H.	77
Hosmer, E. D.	467	Huffman, Hoxie L.	298	Ives, E. L.	657
Hosmer, Harvey P.	253, 254, 294	Hughes, John	358, 601	Ives, George A.	632
Hosmer, Mrs. O. E.	166, 167, 310, 312, 313, 315, 320, 322, 348	Hughes, William H.	614	Jack, Albert	655
Hosmer, Rockwood	645	Hughes, W. S.	503	Jackson, A. B.	438
Hosmer, R. W.	650	Hughitt, Marvin	135	Jackson, Abraham R.	525
Hosmer, S.	162	Hughson, Marshall B.	295	Jackson, Francis	268, 298
Hoss, James H.	528	Huginin, Hiram	555	Jackson, James A.	244, 249, 294
Hoswell, William B.	628	Huginin, James R.	163, 164, 170, 173, 288, 517	Jackson, J. B.	436
Hotaling, George W.	658	Huginin, Leonard C.	568	Jackson, Obadiah	746
Hotchkiss, Charles T.	50, 244, 245, 248, 249, 294, 359, 388, 761, 762, 763, 764, 765, 766, 768, 771	Hulanski, Thaddeus C.	277, 299	Jackson, Samuel	330, 555
Hotchkiss, Mrs. C. T.	766	Hulburd, Charles H.	335	Jackson, S. A.	535
Hottenstein, John H.	208, 210	Hulbert, J. S.	639	Jackson, W. C.	421
Hottinger, Anton	49, 50	Hume, James	289	Jackson, William F. B.	414
Hough, Albert J.	338, 339	Hume, Wallace	601	Jackson, W. W.	654
Hough, Charles H.	338, 339	Humeston, Luther F.	199, 200, 290, 538	Jacobi, Andreas	196, 198, 289
Hough, Mrs. Lottie	598	Humphrey, J. O.	164	Jacobs, B. F.	323, 324, 448, 511, 578
Hough, Oramel S.	338, 339, 371, 641	Humphrey, Z. M.	416, 422, 670	Jacobs, Daniel D.	282
Hough, Rosell M.	163, 167, 227, 261, 292, 296, 338, 353, 554, 631, 646	Humphrey, Mrs. Z. M.	323	Jaeger, E.	656
Hough, Walter C.	338, 339	Humphreys, David	636, 637	Jaeger, Joseph	634
Houghtaling, William D.	337, 338, 349, 352, 370, 371, 554, 625	Humphreys, John W.	505	Jaehne, Julius	267, 268, 297
Houghton, G. N.	657, 658	Huncke, Carl	642	Jahnson, C.	774, 775
Houston, D. C.	392	Hunt, Andrew L.	295	James, Alfred	642, 644, 645, 650
Houston, Robert	213	Hunt, Charles H.	49, 636	James, Charles C.	295
		Hunt, J. B.	517	James, Edward A.	277, 299
		Hunt, William C.	213, 218, 292, 655, 661	James, Frederick T.	651
		Hunter, David	326, 330, 569, 635, 689	James, John	647
		Hunter, Edward E.	327	James, Josiah L.	576
		Hunter, John	746	James, Louis L.	162, 189
		Hunter, John A.	460	James, Nelson	282
				James, William	91, 164, 669
				James, William, Jr.	228, 229, 230, 292
				Jameson, John A.	413, 457

	Page		Page		Page
Janes, John J.	640, 641	Juergens, D. L.	763	Kimball, Mark	631, 645, 655, 672
Jansen, Egbert L.	243, 449, 484, 486, 733	Junge, Carl F. W.	312, 628, 629, 647	Kimball, O. E.	661
Jansen, Henry	263, 296, 297	Jussen, Edmund	387, 388, 474	Kimball, Spencer S.	271, 298
Jarrett, E. M.	662	Jutkins, A. J.	425	Kimball, Walter	164
Jay, J. Milton	549	Kafka, Edward	232, 293	Kimball, William W.	595
Jefferson, Rev. Reuben	438	Kalisch, Louis	658	Kimbark, D. A.	591
Jekelfalussy, Alexander	196	Kalvelage, Rev. Ferdinand	407	Kimbark, George M.	513, 647
Jenkins, Daniel	625	Kane, John O.	224, 292	Kimbark, Seneca D.	646, 683
Jenkins, Ebenezer	421	Kann, Constantine	49, 50	Kimberley, John E.	267
Jenkins, J. L.	642	Karstens, Fritz	649	Kimberly, E. S.	555, 694
Jenkins, Julius	116	Kaufeld, Charles	116, 656	King, Henry W.	348, 349, 449, 644, 646, 670
Jenkins, W. A.	503, 508	Kaufman, K. D.	658	King, John B.	589
Jenkins, W. H.	661	Kauffman, Henry A.	87, 657, 658	King, John Lyle	49, 159, 160
Jenkinson, William	658	Kaufmann, Moritz	290	King, R. S.	641, 646
Jenks, C. L.	666	Kay, William V.	371, 644	King, Rufus	474
Jenks, Howard	667	Kean, Samuel A.	670	King, Simeon W.	651
Jennings, J. W.	607, 704	Keating, Thomas L.	399	King, Tuthill	324, 517, 733
Jennison, H. F.	651	Kedzie, A. S.	432, 433	King, William H.	104, 466
Jevne & Almini	358, 558, 559, 601	Kedzie, John H.	412, 642, 669	King, William W.	440
Jewell, James Stewart	531, 533	Keeler, Leaveans J.	180	King, Willis	690
Jewett, S. A. W.	424, 427	Keely, Michael	702	Kingman, H. M.	628
Johns, Henry	290	Keen, Joseph, Jr.	702	Kinney, Henry C.	95, 96, 164
Johnson, Alfred O.	211, 290	Keen, William B.	159, 483, 702	Kinney, William H.	244, 249, 294
Johnson, Augustus	651	Keep, Albert	135	Kinsella, Thomas J.	163, 190, 191, 385
Johnson, A. N.	593	Keep, Henry	559, 560	Kinsley, Herbert M.	509
Johnson, B. F.	644	Keeton, William C.	294	Kinzie, Arthur M.	262, 745
Johnson, David	658	Kehbe, Edward	50	Kinzie, George	746
Johnson, E.	362, 642	Keith, Abijah	357	Kinzie, Hunter & Co.	330, 568
Johnson, E., Jr.	550	Keith, Cyrus E.	187	Kinzie, James	327, 518, 568
Johnson, Mrs. E. S.	314	Keith, Dodge W.	412	Kinzie, John H.	159, 164, 327, 393, 449, 513, 535, 568, 626, 639, 642, 643, 670, 689, 745
Johnson, Henry A.	263, 656	Keith, Edson	695, 666	Kinzie, Mrs. J. H.	484
Johnson, Mrs. H. A.	315	Keith, Elbridge G.	454, 695, 666	Kinzie, Robert A.	327, 328, 745, 746
Johnson, Hosmer A.	513, 514, 515, 522, 531, 532, 535, 536, 539, 552, 556, 576, 660, 662, 664, 670, 769	Keith, John S.	214, 291	Kirby, Abner	506
Johnson, Insley D.	657	Keith, Osborn R.	643, 695, 666	Kirchner, Frank	232, 234, 293
Johnson, J.	164	Kelley, E. J.	645	Kirk, James A.	519
Johnson, James H.	663	Kelley, N. C.	658	Kirk, James S.	699
Johnson, Jesse	291	Kelley, Richard C.	250, 294	Kirk, John B.	699
Johnson, J. M.	679	Kelley, Thomas F.	250, 294	Kirkman, Marshall M.	135, 139
Johnson, Mrs. Louis	323	Kellogg, A. B.	519	Kittell, Charles	222
Johnson, Orrin S.	213	Kellogg, A. W.	697	Kittredge, Abbott E.	418, 419, 763, 765
Johnson, Samuel M.	352, 369, 370	Kellogg, C. P.	639	Klein, H.	267
Johnson, Sanford	512	Kellogg, Edgar H.	643	Kleist, William	290
Johnson, W. E.	705	Kellogg, J. H.	666	Kletsch, Dominicus	232, 293
Johnson, W. P.	154	Kellogg, J. L.	540	Klokke, Ernst F. C.	196, 289, 658
Johnston, Anthony	666	Kellogg, Joseph	163, 164, 171, 228	Knapp, Christian	116
Johnston, James B.	170, 288	Kellogg, Mrs. J. S.	314	Knapp, Cyrus F.	290
Johnston, J. M.	94	Kellogg, S. N.	694	Knapp, J. H.	419
Johnston, Shepherd	102	Kelly, Charles V.	412, 415	Knapp, M. L.	522
Johnston, William M.	475	Kelly, Henry	162	Knapp, (N. H.) & Co.	643
Jones, Benjamin	570	Kelly, James	625, 630	Knapp, S. L.	609
Jones, Daniel A.	338, 345, 371, 630, 646	Kelly, J. H.	667	Knickerbocker, A. V.	647
Jones, Mrs. D. A.	312	Kelly, Patrick	161	Knickerbocker, Charles	558
Jones, E.	666	Kelly, Thomas F.	401	Knickerbocker, John J.	50
Jones, Eliphaz W.	656, 662	Kelly, William S.	296	Knickerbocker, Joshua C.	50
Jones, Fernando	49, 588, 738	Kendall, Charles B.	268	Night, C. A.	370
Jones, H. R.	598	Kendall, O.	49, 159, 164, 643	Night, Frank	282
Jones, H. W.	291, 536, 547, 553	Kendig, John A. J.	480	Night, John B.	575
Jones, J. M. W.	489, 591, 629	Kennedy, George	669	Night & Marshall	575
Jones, J. Russell	121, 122	Kennedy, James	506, 658	Night, William M.	282
Jones, Miss M. W.	546	Kennedy, J. M.	49, 612	Night, W. T.	624
Jones, Nathaniel S.	372	Kennedy, S. M.	668	Knight, Darius	94, 161, 271, 517
Jones & Patrick	633	Kennedy, W. W.	84	Kniskely, Abraham	662
Jones, Philander	693	Kennicott, Amasa	204	Knobelsdorf, Charles	165, 290, 632
Jones & Raymond	338, 345	Kennicott, Jonathan A.	512, 545, 657, 668	Knowles, Rev. J. H.	408
Jones, R. K.	677	Kennicott, Mrs. Marie Antoinette	560	Knox, Edward B.	187, 189, 190
Jones, Samuel	116	Kennicott, Ransom	189, 199, 200, 202, 203, 290	Knox, George G.	288
Jones, Samuel J.	528, 531	Kennicott, Robert	514, 515	Knox, Joseph	461
Jones & Sellers	586, 588, 589	Kenson, James A.	615	Knox, Joseph H.	261, 296
Jones, Rev. S. Russell	405, 412	Kent, Albert E.	163, 331, 336, 337, 338, 369, 370, 643	Koch, Charles R. E.	231
Jones, Tarlton	641, 691	Kent, Mrs. Albert E.	313	Koehler, Rev. R.	443, 447
Jones, William	535, 555, 573	Kent, Sidney A.	370, 371, 632	Kohn, Abraham	49, 446, 645, 657
Jones, William E.	536, 568	Kenyon, D. B.	218, 291, 712	Kohn, H. A.	632
Jordan, C. H.	450	Kercheval, Gholson	327, 568	Kohn, Morris	657
Jordan, R. H.	645, 651, 666	Kerfoot, Samuel H.	550, 556, 557, 569, 573, 577, 589, 640	Kolar, Anton	717
Joseph, Moses	657	Kerfoot, William D.	577	Koneman, William A.	678
Joy, Hiram	49	Kern, Joseph L.	658	Koon, H. H.	651
Judd, Adaline R.	671	Kerr, William	661, 681	Kovats, Augustus	196, 197, 289
Judd, Charles M.	276, 299	Keymer, Henry	297	Kozminski, Charles	633, 635, 657
Judd, Norman B.	160, 385, 388, 449, 462, 670	Kidder, N. B.	625, 628, 671	Kramer, Nathan	657
Judd, S. Corning	472	Kidder, N. J.	263	Kranz, G.	116
Judson, Edwin	517	Kilmore, David H.	655, 659	Reigh, C. W.	370, 371
Judson, Philo P.	295, 449	Kimball, Abel	152		

SPECIAL INDEX.

21

	Page		Page		Page
Kreigh, David	352, 369, 370, 641	Lawrence, Theodore F.	489	Livermore, D. P.	441
Kreismann, H.	49	Lawrence, William	283	Livingston, N. J.	657
Kretschmar, Ernest	658	Lawrence, Mrs.	322	Livingston, Robert	422
Kroger, J. H.	658	Laws, Calvin A.	295	Livingston, Simon	658
Krohn, Rev. J. J.	444	Lawson, Iver	49, 50, 83, 554	Lloyd, Henry D.	493
Krorschall, Julius	645	Laycock, Frederick	218, 291	Loberg, N. P.	661
Krueger, Carl W.	297	Leake, Joseph B.	202, 255	Lobstein, John	392
Krukenberg, Barthold	293	Leary, Michael	370	Lochner, J.	666
Kuhl, Jacob	290	Leavitt, M. W.	104	Locke, B. B. W.	661
Kuhn, M.	666	Lebrecht, Rev. Isidore	446	Locke, Christian	116
Kuhnen, George	658	Lechler, Rev. G. W.	442, 443	Locke, Clinton	410, 474, 538, 670
Kulhn, Rev. John B.	405	Leckie, A. C.	511	Locke, Mrs. Clinton	323, 538
Kune, Julian	196, 289, 340	LeClair, Francis	268, 298	Locke, Sidney E.	662
Kunreuther, Rev. Ignatz	446	Lederer, Joseph	658	Lockwood, S. T.	651
Kurth, Frederick	222	LeDuc, Mrs. A.	538	Loeb, Adolph	159, 581
Kurth, Julius	222	Ledyard, Glen C.	228, 292	Loeb, William	234, 581
Kurz, Louis	489, 558	Lee, George F.	702	Loeber, Rev. Christian A.	428
Kurz, M.	489	Lee, George P.	408, 538	Loewenthal, Joseph	633
Lackey, Robert M.	522, 553	Lee, George S.	661	Loewenthal, Julius	633
Ladd, Merrill	348, 408, 647	Lee, H. H.	662	Logan, Hugh	661
Lafin, H. Dwight	189, 667	Lee, John C.	282	Logan, John A.	168
Lafin, L.	667	Lee, William	714, 715, 718	Logan, Joseph	263, 296
Lafin, Matthew	159, 459, 517, 644	Lee, William K.	299	Logan, Thomas	263, 296
LaFramboise, Claude	327	Lee, William L.	511	Lombard, Benjamin	625, 628, 629, 632, 644, 672
Laimbeer, John W.	199, 200, 290	LeGendre, Prof.	76	Lombard, Isaac G.	629, 644
Lake, Albert B.	270	Legg, Mathew	327	Lombard, Josiah	625, 629, 632, 644
Lake, David J.	625, 630, 671	Lehrkamp, Frederick	658	Loneragan, John C.	222
Lamb, Mrs. C. A.	321, 324	Leighton, James	208, 211	Loneragan, Thomas	384
Lamberson, Cornelius B.	187	Leiter, Levi Z.	639, 694, 695	Loneragan, Thomas	159, 641
Lamberson, D. W.	159	Leland, Windsor	369	Long, E. C.	626
Lambrecht, Rev. Gotthelf	443	LeMoine, John V.	474, 591, 694	Long, Mrs. E. C.	321
Lambrite, J. C.	651	Lenert, Peter	116	Long, D.	658
Lamon & Cornish	705	Lengacher, Jacob	50	Long, James	49, 392
Landis, E. M.	537	Leonard, C. E.	657, 664	Long, Mrs. James	312, 313
Lane, Albert G.	108, 763, 767	Leonard, James	691	Long, John	159
Lane, Charles H.	235, 238, 293	Leonard, Rev. J. H.	445	Long, John C.	162, 180, 189, 288, 295
Lane, E.	128	Leonard, Matthew	250, 294	Longley, A. W.	505
Lane, Elisha B.	517	Leopold, Henry	657	Longley, Hiram	502, 505, 507
Lane, James	517	Leopold, Samuel F.	81, 82	Loomis, Clark E.	294
Lane, James H.	161, 191, 608	Lepeit, Albert T.	116	Loomis, E. B.	163
Lanergan, J. W.	608	Leslie, J.	421	Loomis, Horatio G.	330, 513, 515, 518
Lanfer, Charles	116	Lester, John T.	332, 342, 364	Loomis, John Mason	670
Lang, Thomas	196	Lester, Thomas T.	213, 216, 291	Loomis, John M.	213, 290
Lange, O. L.	517	Lester, William	689	Loomis, Mrs. John M.	312, 313
Langenfeld, Francis	290	LeSuer, Charles	279	Loomis & Ludington	693
Langholz, Andrew H.	263, 296	Lettman, Julius	208, 210, 290	Loomis, Mason B.	475
Lanphere, George C.	662	Letz, Frederick	56, 94, 163, 358, 679, 681	Lord, Rev. Daniel	418, 421
Lansing, William N.	276	Letz, George F.	661, 662, 663, 679	Lord, F. A.	541, 545
Lantry, Michael	193	Letz, Jacob	679	Lord, James F.	692
Lanzendorfer, Charles	232	Letz, Robert	94	Lord, John S.	254, 294
Lapham, William	657, 666	Levy, N.	657	Lord, Moses S.	128, 291
Larglands, John	656	Lewis, Edwin C.	651	Lord, Willis	418, 420
Larimore, Rev. J. W.	422	Lewis, Erastus	641	Loring, S. E.	558
Larminie, Samuel H.	372	Lewis, Henry F.	449	Lossburg, Henry	264
Larned, Edwin C.	159, 167, 463, 554, 645, 670, 768	Lewis, W. C.	657	Lott, E. R.	658
Larrabee, Charles	591	Lewis, W. G.	646	Lotz, Carl	234, 293
Larrabee, Charles R.	682	Lewitt, William	522	Louis, Abraham	657
Larrabee, Lucius S.	162, 189	Leydon, Rev. T.	405	Lounsbery, C. W.	666
Larrabee, William M.	439, 550, 641	Libby & Harlow	508	Lounsbery, W. B.	637, 639, 642, 643
Larrabee, William R.	513	Lieberman, A.	657	Lovell, Ogden	208
Larsen, Tobias	116	Liebenstein, Isaac	657	Low, Charles H.	651
LaSalle, Jacob	232, 293	Light, Austin	164, 203, 204, 290	Low, William H.	369, 370, 371
Latham, Andrew J.	371	Liljencrantz, G. A. M.	656	Lowe, Joseph Porter	660
Lathrop, Bryan	449	Lincoln, David H.	333, 370, 371, 657	Lowe, Samuel A.	295
Lathrop, Edward B.	629	Lincoln, James M.	661	Lowell, Wallace A.	647
Lathrop, Rev. S. G.	426, 427	Lincoln, Robert T.	469	Lowenthal, Berthold	447, 632, 633
Latshaw, John T.	505	Lind, Sylvester	164, 580, 690, 691, 692	Lowie, William W.	298
Lauer, Nicholas A.	584	Lindbergh, Moses O.	234	Loy, John G.	299
Lauer, Peter	293	Linder, Usher F.	159, 463	Loyd, Alexander	555, 692
Laughton, Bernardus H.	327	Link, John	661	Loyd, A. T.	487
Laux, C., Jr.	658	Linn, M. G.	371	Lucas, R. G.	657
Laverty, Thomas	218, 291	Lipe, Clark	762, 763, 764, 765	Luce, Frank M.	139
Lavigne, James W.	267	Lipman, Philip	658	Ludington, Nelson	369, 629, 646, 692
Law, Robert	49, 159, 163, 630	Lippert, Eugene W.	289	Ludlam, E. M. P.	545
Law, William, Jr.	661	Lippert, Henry E.	420	Ludlam, James D.	250, 261, 296
Lawler, Frank	609	Lippert, Lothar	265, 266, 290, 297	Ludlam, J. W.	449
Lawlor, Rev. Michael J.	402, 403	Lippert, Paul H.	199, 289	Ludlam, Reuben	541, 542, 545, 765
Lawrence, Edward F.	370, 371, 644	Lister, Walter	576	Ludlam, Mrs. Reuben	312
Lawrence, James	292	Litchfield, H. G.	643	Ludwig, John	487
Lawrence, J. F.	489	Little, Charles F.	187	Ludwig, O. C.	658
Lawrence, J. W.	657	Little, J. Z.	600, 609	Ludwig, Roscoe F.	546
Lawrence, Lawman C.	275, 299	Little, William	522	Luff, Edmund	297
Lawrence, Luella	766	Littler, John J.	225	Luff, William M.	263, 264, 296
Lawrence, M. A.	370	Livermore, Mary A.	310, 314, 315, 316, 318, 320, 321, 322, 323, 441, 557	Lull, O. R. W.	633, 634, 637, 641, 693, 705

	Page		Page		Page
Lumbard, Frank	106, 594, 611	McDonald, Alexander	225	Mackie, Rev. G. W.	423
Lumbard, J. G.	591, 612	McDonald, George W.	250, 294	Maddy, Thomas	313
Lumbard, Jules	600	McDonald, Homer C.	236, 294	Maes, Rev. Ignatius	400
Lunt, John	282	McDonald, Malcolm	49, 190	Magan, Rev. John	400
Lunt, Orrington	103, 373, 374, 449, 644	MacDonald, P. S.	538	Nagee, Guy	498
Lunt, Stephen P.	374	McDonald, Thomas	251	Mager, Rev. J. B.	400
Lunt, W. H.	370, 374	McDonnell, Charles	487, 517, 660	Magie, Arthur	743
Luse, A. P.	487	McDonough, J. E.	600	Magie, Haines H.	569, 626, 642, 644, 743
Lusk, Peter C.	655	McDougal, J. A.	660	Magie, Mrs. H. H.	743
Luxton, Edward D.	295	McElroy, Daniel	190	Magill, Charles J.	78, 370
Lyke, John W.	375	McElroy, Solon	632, 633	Magill, Rev. G. J.	408
Lyman, George W.	252	McElroy, W. C.	385	Magill, Jacob C.	585
Lyman, Henry M.	522, 536, 538, 553	McElwain, George	159, 655, 661	Magill, Julian	369, 370
Lyman, William C.	553	McEnery, Thomas	661	Magill, W. C.	643
Lynn, I. P.	522, 555	McEvan, P.	429	Maher, Hugh	503, 555
Lyon, George M.	638	McEwen, John	512	Mahla, F.	531, 538, 549, 554, 556
Lyon & Healy	596	McFarland, Charles	662	Mahoney, C.	661
Lyon, John B.	332, 353, 368, 370, 371, 625, 646	McFarland, J. S.	662	Mahoney, Jeremiah	109, 113
Lyon, Nicholas	536	McGennis, John W.	50, 449, 512	Mahoney, Timothy	294, 661
Lyons (Joseph M.) & Co.	633	McGeoch, Everingham & Co.	332	Main, Edwin M.	296
Lyons, Rev. Michael	404	McGirr, Thomas	195, 289	Maitland, John	369
Lytte, Robert T.	467	McGivern, Rev. T. F.	404	Maitland & Scanton	625
Lytte, William H.	237	McGrath, James	660	Majerus, Rev. Theodore	406
McAdams, James G.	162	McGrath, James J.	50, 763, 771	Major, Laban S.	548
McAfee, John	193	McGrath, Justice C.	271	Malley, William	658
McAllister, William K.	159, 455, 458, 459	McGregor, John P.	629	Mallony, William H.	633
McAndrus, P.	661	McGregor, William	658	Malmborg, Oscar	208, 291
McArthur, A. L.	531	McHenry, William E.	350, 366	Maloney, David F.	292
McArthur, James M.	172, 288	McIlroy, Daniel	103, 461	Maloney, Rev. P.	400
McArthur, John	56, 162, 163, 169, 170, 172, 173, 179, 288, 669, 763	McIntyre, J. S.	657	Mandel, Leon	657
McAssey, John	250, 252, 294	McKay, J. H.	661	Mandeville, C. E.	427
McAvoy, John H.	50, 764, 766, 771	McKay, James R.	374, 375, 692	Manierre, George	159, 160, 163, 167, 454, 513, 514
McClean, C.	658	McKay, John	693	Mann, Mrs. Eliza	598
McBean, G.	658	McKay, Samuel	164, 658	Mann, John	327, 689
McBerney, J.	661	McKee, David	327, 328	Mann, Orrin L.	203, 204, 205, 206, 290, 387, 388, 762, 763, 765, 766
McCabe, R.	704	McKeever, J. L.	593	Mannheimer, M.	553
McCaffrey, John	50	McKenzie, William L.	108	Mansur, George B.	50
McCagg, Ezra B.	314, 318, 321, 322, 410, 467, 478, 511, 513, 514, 515, 517, 535, 550, 556, 557, 558, 559, 645, 670, 691, 752	McKeon, Rev. F.	351	Maple (J.) & Co.	625
McCagg, George	298	McKindie, J. G.	668	Maple, Thomas	348, 357, 369, 370
McCalla, Mrs. Thomas	312	McKindie, William	644	Marble, Andrew J.	49, 328
McCampbell, Amos G.	334	McKubbin, Charles N.	449	Marcus, A.	657
McCann, H. M.	668	McLaren, John	655	Marcus, Louis	658
McCarthy, Benjamin F.	91	McLaren, Malcolm	740	Marcuse, Theo.	657
McCarthy, John	263, 264, 296	McLaren & Warren	318	Marder, John	487
McCarthy, J. J.	632	McLaughlin, Mrs. Catharine	709, 714, 788	Marguerat, E.	538, 547
McCarthy, Lawrence S.	250, 252, 294	McLean, Duncan	170, 172, 173, 283	Marks, Isaac	657
McCartney, Joseph A.	276	McLean, James E.	385, 721, 723	Marks, James	645
McCauley, James	56, 771	McLean, John	451, 522	Marot, J. P.	360
McCauley, John	91	McLean, R. P.	164	Marquis, D. C.	422, 447
McChesney, R.	337, 370	McLeish, Rev.	422	Marquis, Leopold	658
McChesney, Simon	426	McLennan, Hugh	352, 353, 369, 379, 380, 646	Marschner, Berthold	164, 267
McChesney, Waters W.	189, 258, 295	McMillan, John B.	116	Marsh, C. B.	657
McCleavy, Smith	49, 250, 294	McMullin, James C.	141, 142, 615, 632	Marsh, C. Carroll	289
McClellan, George B.	660	McMullin, John	397, 398, 399, 404, 406	Marsh, Gustavus	264
McClellan, George R.	655, 659, 666	McMurray, Francis	164, 190, 191, 289	Marsh, Joshua L.	667
McClellan, James O.	292	McMurtry, Alexander C.	235, 238, 242, 293	Marsh, Sutton	555
McClure, Andrew	450	McNally, A.	487, 658	Marsh, Sylvester	164, 334, 338, 666
McClurg, Alexander C.	235, 243, 294, 486	McNally, James	617	Marsh, W. R.	553
McComas, E. W.	495	McNally, John	482	Marshall Frank B.	204, 290
McConnell, Edward	581	McVickar, Brockholst	292, 310, 393, 394, 535, 550, 553, 555, 768	Marshall, G. C.	657
McConnell, George	581	McVickar, B. L.	608	Marshall, James A.	517, 568, 651, 654
McConnell, John	581	McVickar, James H.	162, 314, 459, 597, 598, 600, 601, 610, 612, 664	Marshall, James M.	49, 330, 575
McConnell, Rev. William	422	McVicker, Mrs. J. H.	507	Marshall, Samuel	77
McCormick, Adams & Co.	363	McWilliams, David	629	Marshall, Thomas A.	623
McCormick Bros. & Findlay	649	McWilliams, James	657	Marten, R. B.	487
McCormick, Cyrus Hall	363, 394, 405, 511, 626, 684, 685, 686, 688, 689	McWilliams, John G.	213, 291, 605	Martin, Anna	598
McCormick, Cyrus H., Jr.	688	McWilliams, Samuel A.	531, 534, 664, 666	Martin, Edward	218, 291
McCormick, Leonard J.	685	Maas, Phillip	450	Martin, J.	598
McCormick, William S.	684, 689	Mabie, John S.	292	Martin, Lewis H.	221
McCotter, Samuel	50, 762, 763, 766, 771	Macallister, Hugh	660	Martin, William	533
McCoy, William J.	271, 298	Macalister, John	50, 104, 553, 660	Mart, Felix C.	297
McDon, Samuel H.	314, 362, 365, 366, 368, 369, 370, 374, 646	Macarthy, Harry	600	Marx, John F.	267, 268, 297
McDonough, William	145	Macaulay, G.	658	Marx, Matthew	162, 232, 267, 293
McCullough, Joseph B.	498	Macbeth, Isaac N.	657	Mason, Andrew B.	655
McDermott, Michael	708, 709	Mack, Alonzo W.	407	Mason, Carlile	179
McDermott, M. M.	399	Mack, Mrs. E. S.	116	Mason, Edward G.	485
McDevitt, John	615	Mack, R.	116	Mason & McArthur	179
		Mackay, F. F.	600	Mason, George	288
		Macken, Rev. John	399	Mason, Harvey L.	257, 295
		Mackenzie, A.	392	Mason, R. B.	50, 51, 56, 119, 228, 292, 554, 556, 582, 639, 670, 725, 740, 762, 764, 766, 767, 769, 773, 775, 776, 778, 779, 780
		Mackenzie, Rev. Robert	420		

	Page		Page		Page
Mason, R. H.	725	Midgely, J. W.	615	Moore, Mrs. Orren E.	766
Mason, Richard	689	Mihalotzy, Geza 162, 163, 164, 196, 199, 289	289	Moore, R. E.	558
Mather, Hiram F.	159, 163, 417	Miles, James H.	659, 660, 662, 664	Moore, Silas M.	419, 420, 575, 640, 641, 645, 658.
Mather, Clary & Co.	332	Miles, Nelson A.	734	Moore, Thomas	289, 290
Mather, W. T.	369	Miles, Samuel	164	Moore, William T.	290
Matteson, Mrs. Cassie	591	Millar, J. Morton	370, 371	Moore, D. B.	641
Matteson, Andre	496, 497	Millard, A. C.	664	Moran, James	609
Matteson, Fred	165, 292	Millard, B. F.	160	Moran, Patrick	339, 340
Matson, Lewis E.	430	Millard, Norman A.	431	Morat, John	162
Matson, Newell	698	Miller, Miss Adaline	314	Moreford Bros.	633
Mattern, F. W.	666	Miller, A. M.	392	Moretta, Peter	101
Matthei, Phillip H.	526	Miller, Anna	611	Morey, Henry C.	576
Matthews & Ball	364	Miller, Benjamin S.	536	Morht, J. C.	522
Mattison, Henry C.	187	Miller, C. H.	667	Morford, Robert H.	449
Mattocks, John	472	Miller, Chauncey	180, 189, 288, 297	Morgan, Adaline C.	671
Mattocks & Mason	472	Miller, De Laskie	522, 535, 538, 539	Morgan, Elisha	228
Matz, Otto H.	565, 611	Miller & Drew	647, 651	Morgan, Francis M.	270
Mauff, August	196, 289	Miller, George	657	Morgan, George W.	602
Maulton, John H.	508	Miller, George M.	658, 762	Morgan, Jacob	517
Maurer, Allen D.	297	Miller, Henry G.	103, 477, 725	Morgan, John R.	257
Maurer, Cass F.	655	Miller & Hood	74	Morgan, R. J.	641
Maurer, David T.	295	Miller, James R.	647	Morgan, T. J.	438
Maxwell, Philip	327, 328, 555	Miller, Rev. John	442, 443	Morgan, Thomas L.	657
May, Charles R.	291	Miller, John C.	404	Morgan, T. S.	636
Mayer, Aloys	196	Miller, Leonard	392	Morrell, Henry H.	411
Mayer, Frank	632	Miller, Mathias	550	Morris, B. B.	164
Mayer, Leopold	159, 447, 625, 633, 634	Miller, Samson C.	235, 237, 294	Morris, Benjamin P.	633
Mayer, Samuel	658	Miller, Samuel	327	Morris, Buckner S.	309, 467, 555, 641
Maynard, E.	632	Miller, Thomas E.	657, 661, 663	Morris, J. F.	763
Maynard, P. C.	632	Miller, T. L.	639, 643, 644, 651	Morris, Nelson	657
Maynard, William J.	394	Miller, Truman W.	394, 553	Morris, M.	657
Maypole, J. J.	658	Miller, Warren	159	Morrison, Alexander	690
Mazell, William	200	Miller, William	713	Morrison, J. C.	609
Meacham, Florus D.	287, 299	Miller, William M.	657	Morrison, Martin	289
Meacham, Frank	297	Miller & Wilmarth	624, 645	Morrison, Orsemus	570
Meacham, Silas	392	Milligan, Henry J.	295	Morrow, W. T.	657
Mead, Aaron B.	575	Milliken, Isaac L.	555	Morse, Albert	345, 370, 624
Mead, William G.	228, 292	Mills (J. R.) & Co.	159, 580	Morse, F. E.	615
Meadowcroft Brothers	633	Mills, J. W.	661	Morse, J. C.	677
Mears, Charles	691, 692	Mills, L. L.	763	Morse, J. E.	645
Mears, Charles H.	692	Mills, Royal A. B.	159, 412, 580, 657	Morse, Charles T.	547
Meers, Nathan 369, 370, 439, 646, 691, 692	692	Milne, Robert	617, 690	Morse, D. A.	522
Medill, Elinor	766	Milne, William B.	660	Morse, Robert B.	218, 291
Medill, Joseph	50, 51, 491, 492, 500, 557, 765, 768, 771, 777.	Millard, Henry	350, 352, 353, 370, 371	Mortimore, Michael	704
Medill, Mrs. Joseph	310, 313, 766, 771	Minor, A. B.	631	Morton, A. P.	117
Medill, Kate	793, 766	Minor, C. E.	666	Morton, George C.	191, 289
Medill, S. J.	615	Minot, Jesse	661	Morton, Quin	191, 289
Medill, William H.	259, 260, 261, 296	Mitchell, Arthur	417, 445	Moseley, Flavel 103, 104, 107, 535, 555, 671	671
Meech, George A.	49, 159, 481	Mitchell, C. W.	458	Moses, Hiram P.	679
Meeker, A. B.	631, 673	Mitchell, E. E.	624	Moses, Rev. Marx	446
Meeker, Joseph	422, 423, 517	Mitchell, Francis M.	624	Moulton, Byron P.	629
Meeker, George W.	453, 454	Mitchell, I. S.	541	Moulton, Joseph T.	657, 661
Meier, F.	305	Mitchell, Lewis B.	299	Mourning, Samuel	297
Meister, C.	666	Mitchell, R. M.	369	Mowry, A. L.	681
Meilen, W. S.	139	Mitchell, Samuel	489	Mowry, Henry C.	228, 229, 292
Melville, William R.	663	Mitchell, William L.	475	Moynihah, Humphrey J.	297
Mendonso, E.	271	Mitchell, William M.	664	Mozart, J. M.	667
Mengel, August	296	Mitchell, W. W.	325, 369, 660, 662	Mueller, A. H.	670
Mercereau, T. W. P.	538	Mix, James	661	Mueller, Charles L.	293
Meredith, F. A.	668	Mix, S. C.	661	Mueller, George H.	657
Merki, John	649	Mixer, A. H.	515, 517	Mueller, John	658
Merki, Louis	649	Mixer, Charles H. S.	370, 371	Mugridge, Daniel S.	311, 624
Merrell, B.	657	Moeller, Carl C.	371	Muhike, John H.	452, 550
Merriam, Joseph W.	472	Mohr, Samuel	655	Muir, W. T.	655, 656, 657, 660
Merrick, Charles C.	291	Mohrmann, William	228, 292	Muirhead, James	651
Merrick, Richard T.	461	Monroe, Henry S.	469	Mulfinger, George L.	428
Merrill (C. R.) & Co.	693	Montandon, James E.	213, 291	Mullen, John T.	612
Merrill, George W.	555	Montgomery, Joseph A.	50, 662	Muller, Rev. Joseph	405
Merrill, W. E.	392	Montgomery, George W.	613	Muller, W. H.	538
Merriman, Daniel	295	Montgomery, P. A.	619	Mulligan, James A. 163, 165, 190, 195, 289, 301, 481.	289
Meserve, Curtis C.	104, 111, 658	Moody, D. L.	182, 183, 323, 324, 445, 511, 670.	Mulvey, F. P.	657
Meserve, W. F. P.	509	Moody, Otis	213, 291	Munchrodt, Simon.	658
Messer, Erwin B.	208	Moore, Avery	50, 104	Munger, Albert A.	374
Messenger, Rev. George	442	Moore, Charles E.	161, 190, 191, 289	Munger, Charles E.	662
Mestayer, L.	610	Moore, Edmund	296	Munger, Wesley.	321, 369, 373, 374, 375, 554, 624, 630.
Metlar, William	295	Moore, Jabez H.	271	Munn, Benjamin M.	465
Metz, Seward C.	295	Moore, Mrs. J. H.	313	Munn, Ira T. 319, 321, 338, 345, 347, 348, 349, 354, 362, 369, 370, 371, 375, 497, 554, 604, 646, 647, 762.	497
Metzger, Jacob L.	506	Moore, J. M.	610	Munn & Scott	368, 373, 374, 375, 624
Metzger, William	658	Moore, John A.	271	Munro, William	625
Metzke, F.	658	Moore, John A.	271	Munroe, F. A.	598
Meyer, C. B.	627	Moore, Jonas	657		
Meyers, Leo	713	Moore, Joseph H.	164, 640, 641		
Michaelis, A.	116	Moore, Rev. J. W.	442		
Middleton, John	657	Moore, Orren E.	761, 764, 765, 766, 768, 769, 771.		

	Page		Page		Page
Munson, Parnell	121	Nisbet, Archibald	421	Onahan, William J.	53, 104, 397, 669
Murphey, B. F.	366, 370, 371	Nissen, Lawrence J. J.	263, 264	Orcutt, W. F.	506
Murphey, C. F.	369	Niven, John	666	Oriental Flouring Mills	738
Murphey, Robert P.	371	Noble, John	327, 328, 568	Ortell, W.	228
Murphy, J. K.	645	Noble, Mark	327, 328, 568, 576	Ortmayer, Andrew	656
Murphy, John	250, 251, 252, 292, 294	Noble, W. T.	559	Osband, Embury D.	271, 295
Murphy, P. J. R.	401	Noburg, Niles	658	Osborn, William	164
Murray & Brand	617	Nolan, J. H.	651	Osborne, David	609
Murray, Charles	139	Noonan, Patrick M.	400	Osborne, Rev. J. W.	412
Murray, Edward	101, 289	Norcum, F. B.	535	Osborne, L. K.	657
Murray, John W.	228, 280	Norris, J. W.	657	Osborne, Thomas O.	164, 203, 204, 206, 290, 390.
Murray & Gold	358	North, Curtis L.	431, 641	Osby, David	174
Murray & Schwartz	342	North, Levi J.	49, 610	Osgood, Rev. S. M.	435
Murray, William H.	342	North, Robert L.	682	Osterman, H.	775
Murray & Winne	601	Northwestern Manufacturing Co.	680, 759	Otis, E. A.	477
Musham, William	91, 96, 100, 791	Northrup, Charles	208, 209	Otis, James	421
Musselmann, Elias	342	Northrup, G. W.	436, 438	Otis, Joseph E.	50, 52, 583
Musson, James W.	667	Norton, David W.	208, 209	Otis, Lucius B.	413, 414, 509, 538
Myers, Eugene B.	485, 662, 664	Norton, E. M.	656	Ott, Rev. Christian	443
Myers, J.	657	Norton, H. & Co.	673, 690, 691	Ott, J.	666
Myers, Leo	95, 98	Norton, Jesse O.	464	Ouillmette, Antoine	327
Myers, Max	159	Norton, Lemuel D.	370, 371, 644, 646	Overocker, Charles G.	264, 296
Myers, R. R.	125	Norton, L. J.	689	Ovington, William H.	121
Myers, Samuel	49, 599, 600	Norton, Nelson R.	689	Owen, Ira H.	79
Myers, Sidney	628	Norton, W.	625	Owen, L. D.	658
Myrick, W. F.	613, 614	Norton, A. & G. L.	691	Owen, Thomas J. V.	327
Naghten, John	640	Norton & Co.	738	Paddock, James H.	661, 664
Naghten, M. J.	640	Nourse, Francis	651	Padelford, W.	657
Nash, Ebenezer O.	164	Nowlin, L.	159	Page, Benjamin V.	513, 629, 645
Nash, Henry H.	388, 721, 724, 761	Noyes, Edward H.	364	Page, D. W.	408, 538, 646
Nash & Wright	339	Noyes, John, Jr.	170, 288	Page, James P.	361
Nason, William	370	Nye, James W.	683	Page, Orville	646
Nathans, Samuel T.	162, 189	Nyman, John C.	641, 642	Page, Peter	388, 644
Nazro, Charles A.	290	O'Brien, Martin	559	Page, William W.	587
Nealy, J. W.	670	O'Brien, Thomas	101	Pagus, J.	666
Neeley, Albert E.	625	O'Brien, Russell G.	295	Paine, J. D.	538
Neeley, John C.	276, 630	O'Conner, Michael	289	Paine, Rev. Samuel	426
Nellegar, R.	159	O'Connor, L. H.	669	Paine, Seth	517
Nelson, Andrew	449	O'Connor, Patrick	161	Palmer, A. B.	555
Nelson, C. B.	682	O'Donoghue, John J. W.	669	Palmer, C. D.	646
Nelson, Daniel T.	531, 533	O'Donohue, M. D.	669	Palmer, Dennis	263
Nelson, John	84, 606	O'Hara, Edson L.	535, 538	Palmer, H. R.	594
Nelson, L. S.	116	O'Heron, Owen	289	Palmer, John M.	773
Nelson, Murry	125, 348, 370, 375, 513, 670, 771	O'Leary, Catherine Mrs.	701, 708, 709	Palmer, Percy W.	637
Nelson (Murry) & Co.	362, 365, 625	O'Leary, Patrick	707, 709	Palmer, Potter	352, 509, 513, 615, 632, 695
Nelson, William B.	658	O'Meara, Timothy	249, 250	Palmer, William D.	116
Neuberger, Philip	446	O'Neill, Edward	295	Paoli, Gerhard C.	528, 538, 555, 556
Neumeister, C.	666	O'Neill, J.	657	Paramore, LaFayette	228, 292
New, J. E.	661	O'Regan, Rev. Anthony	397, 401	Pardee, Frank	636
Newbarger, Emil	265, 297	O'Rourke, Mrs. Mary	714	Pardee, Harry T.	636
Newbern, J. W.	666	O'Sullivan, Eugene	164, 517	Pardee, Rev. Luther	636
Newberry, Edwin O.	657	O'Sullivan, James J.	49, 50	Pardee, Theron	568, 635, 636, 637
Newberry, L.	374	O'Sullivan, Rev. S.	400	Park, George H.	692
Newberry, Oliver	327, 328, 330, 689	Oakley, Maurice	402, 403	Park, George K.	225
Newberry & Dole	326, 327, 328, 330, 673, 689	Oberle, Francis	405	Park, William A.	632
Newberry, Walter L.	103, 104, 107, 513, 514, 535, 559, 555, 556, 557, 568, 571, 626, 627	Ockerby, Thomas	666	Parker, George G.	372
Newby, A. J.	651	Odell, James W.	370, 375, 630, 646	Parker, Henry	514, 535, 538
Newell, John	153	Odell, Mrs. James W.	597	Parker, Henry M.	295
Newhouse, J. L.	84, 91, 459	Oertal, Albert C.	633	Parker, Isaac	661
Newman, Augustus	141, 143	Oertel (T. D.) & Co.	625	Parker, J. Mason	587
Newman, Benjamin	505, 506	Officer, Alexander	691	Parker, Mrs. N. H.	312, 313
Newman, Benjamin L.	505, 506	Ogden, Mahlon D.	50, 513, 550, 557, 568, 569, 626, 627, 645, 737, 745, 746, 747, 752, 753, 754, 759	Parker, O. L.	601
Newman, Harvey R.	505, 506	Ogden, Mrs. Mary Jane	606	Parker, Thomas	353, 369, 370
Newman, John	731, 732	Ogden, William B.	121, 135, 163, 449, 485, 489, 513, 514, 515, 519, 550, 555, 557, 568, 569, 626, 627, 633, 651, 672, 678, 684, 704, 748	Parker, T. L.	691
Newton, M.	612	Ohlmeyer, W.	666	Parkes, Charles T.	522, 537
Nichols, C. K.	642	Olcott, H.	657	Parkes, John C.	676
Nichols, Erastus A.	299	Olcott, J. B.	438	Parkhurst, Matthew M.	425, 426
Nichols, George W.	295	Olcott, Mills	643, 645	Parkins, George B.	666
Nichols, John A.	159, 641	Olcott, Orville	74	Parks, C. C.	625, 633
Nichols, Luther	164, 217	Olcott, William	651	Parmelee, Franklin	118, 119, 459
Nichols, Melville S.	370, 625	Olcott, William M.	162, 189, 250	Parmelee, J. W.	719
Nichols, Rev. Starr H.	429, 431	Olcott & Boyd	620	Parsons, H. C.	666
Nichols, Thomas	661	Oldershow, Captain	614	Parsons, J. B.	412
Nichols, Washington A.	433	Oliphant, William B.	291	Parsons, J. E.	511
Nielson, Samuel M.	353, 379, 624, 628, 794	Oliver, John A.	517	Parsons, John	162
Nicolai, James J.	116	Olemlor, A.	116	Parsons, Justin	642
Nicolai, John L.	634, 634	Oliver, John, Jr.	716	Parsons, L. V.	665
Nielson, Conrad L.	164, 199, 260, 299, 292	Olmstead, Lucius D.	432, 574, 633, 639, 640, 641, 643, 644, 645	Parsons, Myron C.	665
Niemerkorn, Domic	462			Pasco, Henry L.	636
Nieuwenkamp, L. J. J.	395			Pasdeloup, Francis	587

	Page		Page		Page
Patterson, A. L.	495	Phillips, D. L.	644	Pratt, William M.	298
Patterson, Mrs. J. L.	313	Phillips, F. B.	414	Preble, E. C.	678
Patterson, R. J.	531	Phillips, F. L.	666	Prendergast, Rev. G.	400
Patterson, Robert W.	417, 418, 419, 422, 513.	Phillips, George S.	499	Prentice, N. F.	541, 662
Patterson, T. E.	449	Phillips, George W., Jr.	353	Prescott, H. S.	651
Patterson, Theodore Henry.	539, 661	Phillips, John	561	Prescott, Joel	94, 95
Patton, Rev. Francis L.	418, 423	Phillips, John C.	164, 190, 191, 277, 278, 289, 290.	Preston, Isaac	666
Patton, Robert W.	763	Phillips, N. A.	140	Preston, Josiah W.	341, 362, 367, 369, 370, 371, 374, 625, 633, 757, 762, 763, 777
Patton, W. W.	315, 317, 320, 321, 322, 428, 445.	Phillips, T. F.	639, 642, 645	Preston & McHenry	350
Patton, Mrs. W. W.	323	Phillips, William	646, 647	Preus, Rev. A. C.	444
Patrick, Benjamin F.	655, 662, 664	Phillips, William B.	646	Price, Cornelius	512
Paun, Julius	196, 289	Pick, Albert	395	Price, Jeremiah	555
Payne, Eli	661	Pickard, Josiah H.	114	Price, Samuel H.	261, 296
Payne, Eugene B.	200, 201, 203	Pickering, Aquilla H.	371	Price, Thomas B.	332
Payson, George	541, 746	Pierce, Asahel	517, 119	Price, William	389, 390
Payson, J. K.	645, 652	Pierce, Celia	116	Prickett, George W.	518
Peabody, Francis B.	584, 644	Pierce, Rev. Edward A.	421, 422	Priestly, Howard	360, 362, 364, 369, 370, 371.
Peabody, James B.	341, 345	Pierce, F. A.	766	Prince, William H.	271
Peacock, Charles D.	49	Pierce, L. A.	661	Prindiville, John	74, 77, 752
Pearce, J. Irving	503, 504, 647, 777	Pierce, Reuben P.	295	Prindiville, Redmond	49, 56, 104, 103, 365, 367, 370, 371, 632, 651.
Pearce, Willard	658	Pine, Theodore	558	Prior, Edwin C.	228, 292
Pearce, W. L.	503, 504, 506	Pingree, William	657	Proudfoot, John J. A.	420, 421
Pearson, Hiram	327, 508	Pinkerton, Allen	87	Proudfoot, L.	50
Pearson, J. H.	763	Pinkham, H. B.	657	Prussing, Charles G. E.	641
Pearson, John M.	662	Plankington & Armour	331	Prussing, Ernst	159, 643
Pease, Benjamin Lovering	586	Plaum, Isaac	295	Prussing, George F.	512
Pease, Henry	194, 289	Plimpton, Homer A.	206	Pugh, Oliver M.	263, 296
Peaslee, W. A.	203	Pinta, S. E.	632	Pulling H. G.	506
Pebbles, Frank M.	560	Pitkin, Alfred H.	656	Pullis, Washington B.	224, 292
Peck, Azel A.	512, 555	Pitkin, S. G.	567	Pullman, Charles M.	385
Peck, Charles	557, 558	Plamondon, Ambrose	603	Pullman, George M.	615, 670, 681
Peck, Charles E.	488	Plate, C. J.	625	Purdy, Warren G.	152
Peck, Ebenezer	449, 550, 557	Platt, John R.	601	Purdy, W. H.	657
Peck, Ferd W.	460	Plowman, J. H.	662	Purinton, D. V.	670
Peck, James	374, 641, 690	Poirer, Charles T.	658	Purinton, George E.	417, 670
Peck, John H.	199, 200, 290, 295	Pollard, J. K.	353, 517	Purinton, George L.	271
Peck & Noyes	364	Pollig, Matthew	537	Putnam, Joseph R.	581
Peck, Philip F. W.	327, 328, 568, 733	Pomeroy, Richard	228, 292	Putnam, S. P.	550
Peck, William W.	667	Pomeroy, S. B.	309	Puzner, Joseph	716
Peet, Rev. Stephen	432	Pomeroy, W. H.	660	Quales, Niles Theodore	536, 556
Peironnet, James S.	353	Pool, J. W.	517	Quarter, Rt. Rev. William	399, 407
Peironnet, William F.	353	Pope, Charles	602	Queal, Robert F.	104
Peltzer, Otto	606	Pope, Charles B.	360, 377	Quigg, David	474
Pendleton, C. H.	625	Portch, E. M.	657	Quinby, Benjamin F.	159, 633
Penfield, H. D.	511, 651	Porter, Anthony B.	295	Quine, W. E.	638
Penfield, William P.	295	Porter, Edward C.	410	Quinlan, Charles H.	636
Perkins, David W.	228, 292	Porter, Mrs. Eliza C.	315, 318	Quinlan, Mrs. J. D.	313
Perkins, George W.	640	Porter, Mrs. Elizabeth	316, 317, 320, 322, 323.	Quinlan, S. B.	657
Perkins, Gurdon	49	Porter, E. Payson	108, 125	Quinn, J. B.	392
Perkins, Jenks D.	140	Porter, H. A.	487	Quinn, John S.	658
Perkins, J. R.	662	Porter, Henry H.	137, 677	Quirk, Bartholomew	289
Perrett, Joseph C.	663	Porter, Hibbard	517	Quirk, Daniel	164, 190, 191, 195, 289
Perrin, Mrs. Sarah G.	610	Porter, H. T.	660, 692	Quirk, Daniel L.	369, 370
Perry, Charles S.	549, 550	Porter, Jeremiah	327, 431, 559	Quirk, Daniel W.	191, 289, 706
Perry, Rev. H. M.	666	Porter, William	658	Quirk, James	161, 164, 191, 193, 289
Perry, J. O.	666	Porter, William A.	103, 457, 763	Raber, John	50
Perry, Oliver Hazard	492	Potter, Alphonso W.	275, 299	Rae, Noah W.	238
Perry, Theodore	374	Potter, D. S.	641	Rae, Robert	475
Perry, Thomas W.	661	Potter, E. C.	675	Raefsnider, William T.	655
Peters, Henry M.	267, 297, 655, 658	Potter, Horace S.	294	Raffen, Alexander W.	162, 164, 165, 180, 187, 288
Peters, Joseph G.	279	Potter, Orrin W.	670, 675, 676	Raffen, James W.	187, 288
Peters, William	716	Potter, Thomas J.	145	Rafferty, Patrick	49, 50, 669
Peterson, Charles E. B.	658	Potter, W. L.	675	Ragatz, J. H.	647
Peterson, Peter	604	Potter, W. T.	661, 691	Ramage, William J.	182
Peterson, William	275	Pottle, J. W.	370	Rand, William H.	485, 487, 657
Peterson, W. F.	651	Poull, Jacob	196	Rand, McNally & Co	485, 487
Pettit, Charles	612	Poulsen, T. E.	669	Randall, George B.	292
Petrie, Charles S.	91, 97, 713	Poulson, William E.	637	Randall, G. P.	661, 662
Pettee, Charles	655	Powell, Edwin	208, 228, 230, 231, 290, 292, 522, 535, 536, 547, 553, 655, 659.	Randall, Thomas D.	661
Pettee, George W.	662	Powell, George	50	Randolph, Charles	337, 350, 352, 357, 358, 360, 362, 367, 369, 370, 371, 624, 777.
Pettibone, J. F.	666	Powell, M. W.	95, 661	Randolph, Mary A.	116
Pettitt, R. W.	370, 771	Powell, William	661	Randolph, William	279, 282
Pfeiffer, Charles	651	Powell, William S.	50, 661	Ranker, Charles	116
Phaum, M.	657, 658	Powers, Heman G.	554, 630, 646	Rankin, A. A.	625
Phund, John	657	Powers, H. G.	698	Rankin, James C.	225
Phelps, George S.	263, 296	Powers, Rev. H. N.	445	Rankin, John	669
Phelps, Joseph B.	370	Powers, J. P.	116	Rankin, R. C.	125
Phelps, S. D.	765	Powers, O. W.	116	Rann, Charles H.	392
Phillio, Addison	661	Pratt, Rev. James	671	Ranney, Henry Collings	370, 662, 663, 664, 665, 666.
Phillips, Bezalel	633	Pratt, Leonard	541		
Phillips, B. W.	628, 642, 644, 645, 646, 647	Pratt, Silas	370		
Phillips, Charles B.	110	Pratt, Silas G.	594		
Phillips, Charles C.	189, 208, 290, 257				

	Page		Page		Page
Ranney, Mrs. O. D.	313	Rice, Mary E. S.	112	Rogers, Edward K., Jr.	673
Ranny, J. E.	125	Rice, N. L.	535	Rogers, E. R.	449
Ranny, Robert	208	Rice, Oliver	228, 292	Rogers, Frank	162
Ransom, Benjamin	505	Rice, William H.	49, 159, 244, 245, 247,	Rogers, Henry W., Jr.	350
Ransom, Porter A.	228, 292	249, 294, 597, 633.		Rogers, James C.	359
Rapley, Miss M.	116	Rich, M. Byron	412, 414	Rogers, John C.	159
Rapp, J. H.	666	Richards, Jared W.	208	Rogers, J. F.	637
Raschdau, M.	395	Richards, John J.	163, 360, 369, 370, 624	Rogers, John Gorin	455, 666, 667, 763
Ramussen Niels	658	Richards, J. M.	343, 353, 365, 369, 615	Rogers, Patrick T.	658
Raster, Herman	357, 388	Richards, R. P.	302	Rogers, Samuel S.	626
Rattle, Thomas Stuart	140	Richardson, John H.	657	Rogers, William B.	633
Rauch, John H.	522, 538, 539, 549, 550,	Richardson, William	626	Rogers, W. H.	374
552, 553, 556, 765, 768.		Richardson, W. D.	646	Rogerson, Joseph	450
Rawson, E.	369, 370, 545	Richardson, W. F.	370, 371	Roland, Charles H.	180, 213, 274, 288
Rawson, S. W.	627, 628, 633	Richberg, John C.	104	Roler, E. O. F.	208, 290, 531, 553
Ray, A. J.	649	Richman, Jacob	661	Roles, Joseph P.	399, 404
Ray, Charles H.	123, 159, 387, 491, 492,	Richmond, C. T.	370	Rolli, John G.	267, 297
493, 513.		Richmond & Hancock	625	Rollin, Arthur	663
Ray, William A.	763, 766	Richmond, Thomas	370, 506, 641, 642	Rollins, C. E.	635, 650
Raymond, B. F.	321	Riddell, George W.	612	Rollins, C. E.	652
Raymond, Benjamin W.	159, 164, 448, 449,	Riddle, Hugh	151	Rollo, William Egbert	640, 643, 644, 645,
513, 555, 568, 636, 637, 639, 641, 645,		Riedel, Ernst F.	267, 297	651.	
672, 678.		Riegel, Rev. John	442	Rolshausen, Ferdinand H.	196, 231, 232,
Raymond, Charles L.	338, 345	Riebert, Joseph	232, 234, 293	234, 290, 293.	
Raymond, Lewis	213, 218	Rielzniger, Haver	658	Roman, Louis	658
Raymond, Samuel B.	213, 215, 218	Rietz, Charles	670	Roman, Morris	658
Raynolds, W. F.	392	Riggle, Urias R.	658	Ronayne, E.	116, 659
Rea, R. L.	522, 535	Rigney, James M.	244, 249, 294	Roof Albert E.	682
Reading, G. N.	164	Riley, Richard	715, 718	Roos, B. L.	658
Real, Peter	250, 294	Ring, E. H.	639	Root, Daniel S.	536
Reans, Henry L.	263	Ring, Paul B.	637	Root & Cady	159, 484, 593, 594
Redfield, George S.	630	Riordan, Patrick W.	401	Root, Ebenezer Townner	593, 612
Redfield, Joseph B.	135, 139	Ripley, E. P.	146	Root, F. W.	594
Redfield, William B.	182	Ripley, Mrs. William	765, 766	Root, George F.	484, 592, 593, 612
Reece, Alonzo N.	294	Riske, Emile	604	Root & Sons Music Co.	593
Reed, Alanson	595, 596	Ritchie, Hugh	669	Rose, Augustus	116, 658
Reed, Alanson H.	595, 596	Ritey, M. K.	615	Rose, Orrin J.	56
Reed, Alanson L.	596	Rittig, A.	267	Rose, Rufus	213, 291
Reed, Asa D.	631	Ritzmann, H.	116	Rose, W. H.	651
Reed, C. F.	541	Robb, James	141, 559	Roseberry, Isaac S.	657
Reed, Charles H.	461, 513, 778	Robb, Mrs.	317	Rosenbauer, Rev. Charles	405
Reed, George W.	277, 278, 279	Robb, T. P.	318	Rosenthal, Isidor	658
Reed, Henry J.	196	Robbins, B. F.	660	Rosenthal, Julius	159, 460, 670
Reed, Horatio	352	Robbins, E.	657	Rosenthal, Rudolph	697
Reed, John	538	Robbins, Enos V.	361, 369, 370, 374	Rosicky, John	651
Reed, J. H.	637, 643	Roberts, E. P.	637, 638	Ross, Daniel E.	669
Reed, Judson W.	292	Roberts, George R.	691	Ross, George A.	661
Reed, J. Warner	596	Roberts, George W.	208, 209, 210, 212,	Ross, Henry H.	370
Reed, J. Warner, Jr.	596	290, 464.		Ross, J. L.	651
Reed, S. K.	668	Roberts, Harrison	271, 298	Ross, John S.	669
Rees, James H.	121, 164, 449, 550, 568,	Roberts, James H.	49	Ross, Joseph P.	522, 535, 536, 538, 550
573, 577, 586, 589, 641.		Roberts, John W.	601	Ross, Robert D.	189
Reeves, Isaac T.	212, 293	Roberts, Porteus B.	503	Ross, William M.	352
Rehm, Jacob	83, 84, 606	Roberts, R. Biddle	460	Rossiter, Newton	689
Reid, Charles	328	Roberts, Theodore P.	271, 298	Roth, James	327
Reid, James	658	Robertson, Hugh	658	Rothermel, S. A.	646
Reid, John	228, 292, 487, 553, 766	Robertson John P.	116	Rounds, Ruel G.	202
Reid, Robert	617, 625, 626, 645	Robertson, Robert	658	Rounds, Sterling P.	487
Reid, William H.	656, 657	Robinson, Alexander	327	Rountree, John M.	480
Reid, Murdoch & Fischer	700	Robinson, A. D.	50	Rourke, John	193
Reilly, Frank W.	291, 553	Robinson, A. H.	661	Rowell, Henry L.	244, 247, 249, 294
Reiners, E. D.	658	Robinson, Mrs. F. W.	311, 313	Rowell, Lyman S.	268, 298
Reiser, Bernard	655	Robinson, George F.	244, 249, 294	Rowland, E. S.	334
Reissig, Charles	678, 679	Robinson, George I.	278, 281, 299, 346	Roy, Rev. Joseph E.	429
Reno, C. A.	49	Robinson, R.	369	Rubowitz, Edward	657
Requa, S. F.	645	Rochester, John	642	Ruby, Jacob J.	297
Reynolds, A. B.	553, 556	Rockwell, A. F.	641	Rucker, Edward A.	586
Reynolds, Birdie	766	Rockwell, C. B.	611	Rucker, Edward L.	658
Reynolds, Harman G.	658	Rockwell, Charles F.	633	Rucker, Henry L.	464
Reynolds, J. L.	324, 670	Rockwood, Frank B.	670	Rucker, Louis H.	296
Reynolds, Joseph S.	104, 585, 586, 763,	Rockwell, F. M.	279	Rue, J. C.	517
765, 766.		Rodemeyer, L.	267	Ruh, Valentine	40, 50
Rhimes, James	293	Roden, Charles	263, 264, 296	Rumsey Bros. & Co.	326, 328, 624
Rhimes, Henry	616	Rodgers, Henry A.	276, 299	Rumsey, George Dole	330, 741
Rhodes, C. W.	651	Rodgers, J. Kearney	639, 640, 642	Rumsey, George F.	328, 330, 353, 369, 513,
Rhodes, J. C.	658	Rodgers, S. L.	661	550, 636.	
Rhor, George W.	291	Roe, Charles T.	225	Rumsey, Israel P.	271, 273, 274, 298, 370,
Rice, Byron	628	Roe, Henry	286, 287, 299	371.	
Rice, C. H.	508	Rochl, Nicholas	658	Rumsey, John W.	270, 271, 298
Rice, Daniel B.	235, 294	Roesch, Rev. George	405	Rumsey, Julian S.	40, 160, 163, 325, 328,
Rice, Henry W.	431	Rogan, Dennis	700	330, 337, 347, 352, 354, 366, 369, 370,	
Rice, John A.	503	Rogers, B. Frank	180	374, 377, 410, 550, 554, 632, 725, 740,	
Rice, John Blake	50, 164, 519, 551, 553,	Rogers, Charles A.	369, 625	741, 765.	
556, 596, 617.		Rogers, E. C.	538	Rundell, Lewis B.	438, 641
Rice, Mrs. John B.	596, 597	Rogers, Edward K.	439, 626, 641, 673	Rundell, R. J.	511

Runnion, David	651	Scammon, Jonathan Young	354, 439, 449,	Scoville, Hiram Henry, Jr.	656, 678
Runyan, Eben F.	104, 762, 764,	460, 467, 469, 478, 497, 513,	514, 515,	Scoville, Hiram H., Sr.	678
Runyan, W. C.	677	516, 517, 541, 547, 554, 556,	557, 558,	Scoville, Ives.	666
Rusch, Julius	632	559, 617, 623, 625, 626, 629,	630, 633,	Scoville, James W.	627
Russ, Rupert	196	641, 645, 672, 696, 733.		Scoville, William H.	678
Russell, B. F.	50	Scanlan, John F.	292, 358	Scranton, Abner R.	124, 511
Russell, Elisha S.	276	Scannell, M. F.	640	Scanton, Don Carlo	360, 369, 370
Russell, Frederick C.	385	Scates, Walter B.	385, 459, 467	Scripps, John Locke	228, 389, 390, 491,
Russell, George D.	370	Schaefer, Mathias	709, 711, 712, 718, 724	492, 493, 627.	
Russell, H. C.	370	Schaeffer, Rev. Albert	405	Scuitti, Agostino	396
Russell, Jacob	385, 393,	Schaffner, Herman	633	Searing, George	290
Russell, J. B. F.	568, 573, 636, 637,	Schaffner, Louis	50, 658, 663	Sears, John	645
Russell, John Kniffin	660	Schall, Andrew	49	Sears, Joseph	295
Russell, John S.	657	Scharenberg, Herman	268	Seborn, Franklin	274, 275, 298
Russell, Martin J.	289	Schaumbeck, Frederick	162, 164, 267, 268,	Secor, J. W.	666
Russell, S. I.	50	297.		See, William	327
Rutger, Francis	170	Scheik, William J.	360	Seeberger, Anthony F.	683
Rutherford, Robert	288	Schenck, Noah H.	412	Seeberger, Charles D.	683, 684
Rutledge, A. M.	661	Schimmels, Christian	712, 718	Seeger, John E.	608
Rutter, David	531	Schintz, Theodore	50, 104, 394, 479, 716,	Seeley, J. P.	651
Rutter, Endicott & Co.	625	771.		Seeley, Thaddeus Pomeroy	529, 553
Rutter, Endicott & Whitehouse	631, 633	Schippel, A.	666	Seelye, H. E.	315, 320
Rutter, Joseph O.	628, 631, 632	Schlaeger, E.	159, 162	Seiler, Fritz	649
Ryan, E. E.	645, 651	Schlosser, R.	632	Sellers, Alfred H.	588, 589
Ryan, Frank J.	666	Schloetzer, George	232, 293, 535, 539, 553,	Sells, Joseph	612
Ryan, Patrick J.	191, 194, 195, 289	556.		Semmes, Raphael S.	309
Ryas, William B.	661	Schlund, Fidel	162, 292	Setters, Rev. John	402
Ryan, William M. D.	426	Schmerr, Rev. Leander	406	Sewell, Alfred L.	323, 424, 759
Ryder, C. E.	447	Schmidt, August	117	Sewell, Thomas	257, 295
Ryder, William H.	104, 440, 441, 547, 599,	Schmidt, C. A.	658	Sexton, James A.	228, 230, 231, 292, 680
670, 672.		Schmidt, Ernst	531, 538, 539, 540	Sexton, Sylvester	416
Ryerson, Joseph T.	670, 753	Schmidt, John	162	Sexton, Thomas S.	295, 680
Ryerson, Mrs. J. T.	753	Schmidt, K. G.	50	Seymour, Rev. F.	420
Ryerson, Martin	554, 646, 680, 696	Schmidt, Michael	50, 655	Seymour, Mrs. John	117
Rylance, J. H.	410, 670	Schmidt, Michael	287	Seymour, Stephen	545
St. Cyr, John M. I.	507	Schmidt, W. A.	116	Seymour, Thomas H.	370, 371, 624, 644
St. John, Everett	152	Schmitz, P. L.	117	Shackford, Samuel	50, 104, 370
St. John, T. E.	442	Schneider, George	159, 167, 387, 388, 449,	Shackford, Mrs. Samuel	312, 313
St. John, W. L.	150	499, 554, 628, 643, 67c.		Shaller, John	534
Sabin, Albert Robbins	111	Schneider, Mrs. George	313	Shandrew & Dean	651
Sackett, G. A.	412	Schriedewend, Paul	489	Shank, John	658
Safford, Truman Henry	517	Schnoekel, William	291	Shanley, Timothy L.	191
Sales, Frances de	115	Schnur, Peter	96	Shapley, Morgan L.	330
Salisbury, Alvin	50	Schoellkopf, C. E.	700	Sharp, Daniel	644
Salisbury, J. C.	658	Schoellkopf, Henry	700	Sharp, William	292, 666
Salisbury, Menzo H.	279, 282, 299	Schoeneman, B.	447	Sharpe, George W.	632
Salomon, A.	625	Schoenfeld, Wolf	117	Shattuck, Charles H.	655
Salomon, Edward S.	49, 159, 231, 232, 233,	Schoenewald, Francis	655	Shaw, Caleb	164
234, 235, 293, 663.		Schoeninger, Adolph	670	Shaw, Elijah	666
Salter, Bradley D.	218, 291	Schrader, Frederick	584	Shaw, Orrin T.	116
Samberneau, Paul	327	Schrader, William L.	584	Shaw, T. A.	631
Sammons, C. B.	517	Scriber, Charles	296	Shay, Maurice W.	97, 711, 712
Sampson, Frederick A.	282	Schroeder, Hugo	293	Sheahan, James W.	103, 104, 159, 485, 492,
Sampson, Guy C.	670	Schroeder, J. M.	666	494, 495, 497, 606, 669, 701, 724, 729,	
Sampson, William A.	244, 249,	Schuler, Max	50	738	
Sampson, William H.	568	Schultz, Anton	658	Shearer, George W.	263, 264, 265, 296
Samuels, J. P.	668	Schultz, Rev. John	402	Shearer, W. T.	699
Sanderson, William	658	Schultz, L.	666	Shedd, Charles B.	633
Sanford, Charles	624	Schultz, Otto A.	658	Shedd, Joshua R.	679
Sanford, Mrs. C. W.	313	Schumacher, Charles F., Jr.	584, 648, 649	Sheef, G.	267
Sanford, Myron S.	278	Schumacher & Lauer	584	Sheldon, D. Henry	439, 582
Sanger, Mrs. A. V.	117	Schuttler, Peter	616	Sheldon, Edwin H.	410, 449, 514, 554, 569
Sanger, William D.	291	Schuyler, W. H.	498	Sheldon, Nathaniel E.	258
Sankey, Ira D.	125, 512	Schwank, I.	666	Shepard, B. S.	369, 641
Sapieha, Louis	633	Schwartz, Charles	312, 450	Shepard, Daniel	670
Sargent, E. H.	538, 539	Schweinfurth, Frank	166, 289	Shepard, Henry M.	513
Sargent, Homer Earle	155, 163, 511, 629,	Schweisthal, M.	632	Shepard, J. B.	508
646		Scobey, Madison C.	332	Shepley, Charles H.	180, 189, 288
Sass, Henry	293	Scofield, David	487	Shepley, Mrs. J. C.	312, 313
Satterlee, M. L.	641, 700	Scott, Charles, Jr.	189	Sheppard, Robert B.	427
Saunders, Catharine	116	Scott, Douglas W.	268, 298	Sherard, Thomas	421
Saunders, Eliza J.	117	Scott, George L.	345, 374, 763	Sheridan, George A.	235, 238, 293
Sawin, George	221	Scott, Mrs. G. W.	766	Sheridan, Mark	49, 50, 84, 554, 710
Sawyer, Alonzo J.	662	Scott, G. Wentworth	360	Sheridan, Phillip H.	34, 35, 51, 383, 615,
Sawyer, Charles B.	629, 646	Scott, John W.	208	630, 734, 735, 737, 774, 775, 776, 777,	
Sawyer, Mrs. Charles B.	313, 766	Scott, Joseph R.	162, 165, 166, 180, 184,	778, 779, 780.	
Sawyer, E. W.	545	187, 189, 190, 270, 288.		Sheridan, Redmond	49, 250, 251
Sawyer, Sidney	330, 449, 517	Scott, Seth	327	Sheridan, W. N.	666
Saylor, John	661	Scott, Stephen I.	327	Sherlock, James	296
Says, Mrs. Henry	310, 312, 313, 323,	Scott, W. D.	617	Sherlock, Patrick T.	485
324.		Scott, Willard	427	Sherman, Alon S.	512, 517, 518
Says, Miss M. L.	313	Scovel, Harry M.	495, 496	Sherman, Andrew T.	449, 666
Says, Mrs. S. C.	313	Scoville, Charles Burton	627	Sherman, E. B.	666, 667
Scammon, Charles T.	262, 296, 775	Scoville, George	481	Sherman, Francis C.	49, 502, 503, 554, 555,
Scammon, Franklin	513, 514, 538, 641	Scoville & Harvey	576	628.	

	Page		Page		Page
Sherman, Francis T.	235, 237, 239, 242, 203, 293, 389, 390, 503, 518, 778, 778.	Slosson, Enos	581	Snydacker, Mrs. Bertha	634
Sherman, Howard	079	Smale, William	666	Snydacker, Godfrey	446, 447, 633, 634
Sherman, Joan B.	010, 628	Small, Alvan Edmund	541, 542, 545	Snyder, Mrs. A.	313
Sherman, J. D.	000	Small, Edwin	228, 292	Snyder, A. W.	513
Sherman, Julian S.	531	Smarius, Cornelius F.	402, 403	Snyder, E. B.	424
Sherman, N. Jr.	666	Smith, Albert	164, 420	Snyder, Henry N.	165, 292
Sherman, Oren	512, 517, 518, 510	Smith, Alfred	624	Snyder & Lee	576
Sherman, Penoyer L.	657	Smith, Calvin S.	647	Sollitt, John	512
Sherman, Silas W.	570	Smith, Miss Caroline	671	Somers, Richard	50, 459, 506, 507
Sherman, Wells	84, 658, 762	Smith, Charles C.	162, 189, 541	Sonders, Robert	268, 298
Sherman, W. G.	518	Smith, Charles Gilman	533, 536, 538, 547	Soule, Charles B.	647
Sherry, John	328	Smith, C. H.	666	Spafford, H. G.	531
Sherwin, Joseph	49, 50	Smith, C. M.	753	Spafford, J. I.	666
Shieswood, George W.	50	Smith, Mrs. C. M.	752	Spaids, Commodore C.	296
Sherwood, Henry M.	585	Smith, Charles W.	189	Spalding, F. S.	689
Sherwood, M. W.	545	Smith, Cyrus	268, 298	Spalding, Jesse	646, 649
Sherwood, Thomas J.	656	Smith, D. D.	657	Spalding, W. P.	661
Sherwood, S. J.	555	Smith, David Sheppard	541, 555, 644	Sparling, Joseph W.	426
Shiel, P. B.	50	Smith, Edward A.	244, 245, 294	Sparrestrom, Frederick	299
Shields, Moses	263, 264, 657, 658, 661	Smith, Edward S.	559	Spaulding, H. J.	148
Shimp, Peter	49, 50, 550	Smith, Elijah	423, 517	Spaulding, Joel J.	235, 294
Shipherd, Jacob R.	933	Smith, Frank B.	299	Spear, E. W.	667
Shipman, George E.	541, 543, 545, 747	Smith, F. C.	149	Spears, H. S.	269
Shire, Adolph	657	Smith, Frederick A.	460	Speer, Isaac	512, 517, 555
Shirlaw, Walter	557, 558	Smith, Frederick B.	486	Speer, James B.	164
Shirley, Thomas	161, 480, 655	Smith, Gean	562	Speer, Thomas	517
Shortall, John G.	586, 587, 588, 591, 656	Smith, George	568, 616, 617, 626, 631, 636, 637, 671, 689, 690, 694, 702, 734.	Spencer, Albert T.	82, 625
Shortall & Hoard	586, 587, 588	Smith, George C.	146, 211, 290, 625, 626, 632, 633, 657, 659.	Spencer, Charles F. A.	82
Shufeldt, H. H.	408	Smith, George T.	356	Spencer, C. H.	641
Shufeldt, William T.	49	Smith, George W.	235, 236, 237, 238, 241, 242, 293, 470.	Spencer, D. D.	633
Shugart, Joseph	651	Smith, Gilbert R.	655, 656, 660, 664	Spencer, Franklin F.	683
Shults, Frank	716	Smith, Henry	449	Spencer, Thomas	522
Shuman, Andrew	322, 491	Smith, Mrs. H. D.	324	Spiegel, Joseph	657
Shumway, Charles	658	Smith, Henry M.	497, 498, 509	Spink, John W.	244, 247, 249, 294
Shurley, Edmund R. P.	663	Smith, Hiram B.	641	Spofford, George W.	716
Sickles, Thomas N.	282	Smith, James	161, 163, 164, 269, 270, 271, 662.	Spörre, Johann	232
Sidway, L. B.	370, 371, 628, 644	Smith, Rev. J. A.	164, 436, 438	Sprague, A. A.	670
Sigmund, C. H.	666	Smith, J. C.	667	Sprague, H.	370
Silsby, J. H.	507	Smith, James A.	517	Sprague, Warner & Co.	639
Silva, Charles P.	294	Smith, James M.	228, 292	Spriggs, T. G.	422
Silverman, Lazarus	633, 698	Smith, Jeduthan	327	Spring, Charles A., Jr.	689
Simmons, Charles E.	139	Smith, Jennie A.	117	Spring, Charles A., Sr.	420, 569
Simons, Rev. George H.	428	Smith, John	658	Springer, George A.	159, 164, 576
Simons, Samuel	490	Smith, M. B.	517	Springer & Morey	576
Simpson, George	509	Smith, Orson	369, 555, 632	Sprout, J. M.	661
Sinclair, Catharine	763, 766	Smith, Mrs. Orson	597	Spruance, Harmon	341, 374, 644
Sinclair, Charles E.	295	Smith, Owen E.	288	Spruance, Preston & Co.	341, 362, 373, 374, 624.
Sinclair, Eva	763	Smith, O. M.	615	Spry, John	663
Sinclair, George G.	657	Smith, Perry H.	135, 136, 646, 737	Stager, Anson	125, 126, 774, 775, 778
Sinclair, Horatio G.	657	Smith, Perry H., Jr.	694	Stalbrand, Charles J.	163, 299
Sinclair, Ida	763	Smith, R. J.	651	Stampofski, Bernard F.	261
Sinclair, James C.	287, 299	Smith, Robert	623	Standau, Julius	196, 289
Singer & Bail	304	Smith, Robert Jordan	646	Stanelan, Julius	117
Singleton, James W.	624	Smith, Robert W.	268, 297, 588	Stanford, George W.	473, 762, 763, 765
Sinks, Adolphus	117	Smith, Russell	656	Stanley, J. W.	763
Sister Frances Mulholland	407	Smith, Samuel C.	655	Stanley, Sarah E.	766
Sister Mary Agatha O'Brien	407	Smith, Solomon A.	625, 626, 627, 630, 632, 644, 646.	Stanley, W. M.	666
Sister Mary Paula Ruth	407	Smith, S. H.	661	Stanton, Miss Ellen	613
Sister Mary Scholastica Drum	407	Smith, Rev. S. S.	416	Staples, John N.	587
Sister Mary Vincent McGirr	407	Smith, Samuel S.	271, 273	Stark, James L.	554, 651
Sitgreaves, L.	392	Smith, Sidney	159, 458, 554	Stark & Isham	409
Sitgreaves, P. F.	666	Smith, Rev. Thomas	411	Starkweather, Charles Robert	662, 664
Sitgreaves, George H.	49, 263, 297, 377, 666	Smith, Thomas J.	296	Starratt, D. A.	661
Sitgreaves, Geo. W.	681	Smith, Uzziel P.	290	Starring, Frederick A.	228, 230, 291, 292, 299.
Sitgreaves, John D.	534	Smith, William August	424	Start, John	661
Sitgreaves, John E.	161	Smith, W. B.	162	Staunton, William B.	408
Sitgreaves, John F.	426	Smith, W. D.	640, 642, 657, 661	Stearns, Charles	704
Sitgreaves, Rev. W. D.	617	Smith, W. V.	517	Stearns, H. B.	704
Sitgreaves, James	218	Smith, William O.	510	Stearns, John K.	575, 670
Sitgreaves, Benjamin H.	506, 507, 632	Snider, Alonzo	651, 763, 768	Stearns, Marcus C.	345, 347, 349, 352, 369, 370, 449, 630, 641, 735.
Sitgreaves, Mark	112, 314, 315, 319, 321, 322, 416, 417, 513, 535, 557, 641, 645, 670, 671, 702.	Snider, Mrs. Alonzo	766	Stebbins, S. N.	636
Sitgreaves, Nathan A.	156	Snow, George W.	327, 689, 690	Steel, George	345, 349, 369, 370, 374, 568, 641.
Sitgreaves, Jonathan	263, 296, 692	Snow, J.	125	Steele, George	617, 626, 627
Slaughter, A. O.	633	Snow, Gravelle H.	117	Steele, Henry T.	103, 104, 620
Slaughter, William B.	164, 293, 294, 299	Snow, Porter H.	651	Steele, James	164, 258
Slaughter, W. J. B.	314	Snow, Sarah	117	Steele, Mrs. J. W.	312
Slaughter, William B.	666	Snow, William B. H.	666	Steele, Truman Warren	663
Slaughter, F. H.	666	Snowhook, Patrick W.	478	Steele, Valentine	278, 345
Slaughter, Miss Annette	314	Snowhook, William B.	385	Steele, William J.	263, 264, 296
Sloan, H. S.	541	Snydacker, Alfred M.	634	Steffens, August	196, 198
Sloan, Thomas J.	160, 291				

	Page		Page		Page
Steiner, Henry	634	Strube, Joseph	228, 292	Taylor, E. D.	581, 641
Sten, Anthony	164, 165, 196, 289	Stryker, J. M.	651	Taylor, Edward G.	436
Stinson, William E.	682	Stuart, Alexander	263, 296	Taylor, Ezra	161, 164, 269, 270, 271, 272, 273, 298
Stephens, A. W.	545	Stuart, David	208, 290, 291, 667	Taylor, George	52, 764, 768
Stephens, Charles	661	Stuart, Owen	250, 251, 294	Taylor, Isaac	374
Stephens, Jonathan B.	104	Stuart, William	390	Taylor, J.	598
Stevens, Edward	661	Stuber, John	297	Taylor, James B.	162, 189, 190, 625
Stevens, Elizabeth P.	117	Studwell, J. A.	651	Taylor, James P.	631
Stevens, Enoch B.	339, 348, 368, 369, 374, 376, 655, 660, 661	Stueven, Charles E.	232, 234, 293	Taylor, Mary C.	690
Stevens, George	557, 559	Stuff, G. L. S.	208	Taylor, Matthew	655, 656
Stevens, James	616	Stupp, Henry	162	Taylor, M. K.	531
Stevens, Levi F.	644	Sturges, Albert & Co.	374	Taylor, Orville A.	658
Stevens, Mary	117	Sturges, B.	625, 629	Taylor, R. J.	651
Stevens, Silas C.	278, 345	Sturges & Buckingham	374	Taylor, S. Staats	623
Stevens, Sylvanus H.	278, 279, 280, 282, 299, 345	Sturges & Co.	704	Taylor, Thomas B.	352
Stevens, Mrs. Sylvanus H.	282	Sturges, George	369, 374, 629	Taylor, W. W.	555
Stevens, Walter A.	657, 659, 664	Sturges, Solomon	164, 374	Teahon, Joseph	250
Stevens & Willard	504	Sturges, Shelton	629	Teall, Edward M.	642, 643, 645, 651
Stevens, William M.	392	Sturges, Solomon & Son	171, 625, 633	Teegarden, M. R.	548
Stevens & Brown	361	Sturges (Solomon's) Sons	634	Tegtmeyer, Christopher	442
Stevenson, Alexander F.	208, 290	Sturges, S. B.	629	Teigler, Conrad	442
Stevenson, Louis G.	292	Sturges, William N.	345	Teisbow, Mrs. Amelia M.	117
Stevenson, W. C. G. L.	277, 278, 290	Sturtivant, Austin D.	103, 108, 199	Temple, Charles H.	297
Stewart, Dugald	657, 669	Suddard, Thomas J.	658	Temple, Morris D.	274, 275, 299
Stewart, George	370, 371	Sullivan, Dennis	708, 715	Temple, Peter	568
Stewart, Graeme	609	Sullivan, J. E.	719	Tenney, Ralph A.	294
Stewart, Hart L.	390, 508, 641	Sullivan, Louis H.	566	Terney, John	613
Stewart, John	669	Sullivan, Michael	499	Terry, Rev. Patrick	400
Stewart, Royal	569	Sump, Frederick	658	Tett, Walter	666
Stewart, Shaw	658	Sunter, Charles	657	Thayer, George H.	139
Stewart, William	657, 658, 669	Super, Miss C.	539	Thayer, Moses A.	295, 658, 661
Stewart, Rev. William F.	426	Sutherland, D. W.	601	Thayer, Nathaniel	676
Stewart, William S.	225, 226, 292, 369	Sutherland, S. F.	692, 693	Thayer, Rev. Oscar B.	409
Stickney, Clifford	228, 292	Sutor, W. A.	631	Thielemann, Christian	267, 268, 297
Stickney, Edward S.	632	Sutterly, Clement	189	Thielemann, Milo	267, 268, 297
Stickney, William H.	467	Sutton, John	657	Thom, J. H.	507
Stiles, B. B.	467	Sutton, J. B.	660	Thomas, Barnard	431
Stiles, Israel N.	50	Sutton, Thomas	629	Thomas, Benjamin Morris	404
Stiles, Josiah	368, 371	Svanoe, P.	395	Thomas, Benjamin W.	228, 292, 369, 517, 581, 666, 692
Stimpson, William	515	Swain, Benjamin J.	310	Thomas, Calvin H.	217
Stock, Carl	196, 289	Swain, Edgar Denman	208, 545	Thomas, Charles B.	439
Stockton, Joseph	228, 229, 230, 292	Swain, Frederick	125, 253	Thomas, Edward J.	282
Stoddard, Albert M.	505	Swallow, W. K.	505	Thomas, Rev. H. W.	426, 630
Stoelks, J. C.	117	Swan, James H.	282, 299	Thomas, James	431
Stokes, James H.	278, 279, 280, 299	Swan, Theodore F.	388	Thomas, Rev. Jesse B.	436
Stolbrand, Charles J.	657	Swan, William G.	655	Thomas, Joseph C.	242
Stone, Andros B.	677	Swan, William S.	218, 219, 291	Thomas, Sidney	468
Stone, Boomer & Co.	681	Swartout, Edward D.	208, 290	Thomas, William	566
Stone, Bradford	164	Swazey, Arthur	418, 419, 422	Thompson, Albert	221
Stone, Horatio O.	574, 738	Sweeney, Augustus B.	213	Thompson, A. M.	657, 659
Stone, James W.	644	Sweet, Alanson	327, 555	Thompson, Charles E.	164, 228, 292
Stone, Leander	104	Sweet, Benjamin J.	303, 310, 358	Thompson, Daniel	375, 449, 515, 614, 630
Stone, Melville E.	454, 762, 763, 772	Sweet, E. D. L.	125, 126, 448, 511	Thompson, George W.	413, 414, 459
Stone, Rensselaer	370, 371, 655	Sweet, Henry	50, 657, 716	Thompson, Harvey M.	50
Stone, R. B.	50	Sweet, R. F.	413	Thompson, Hugh Miller	410
Stone, Samuel	164, 513, 514, 535	Swenie, Denis J.	90, 92, 94, 98, 713	Thompson, James	658
Stone, T.	658	Swett, Leonard	465, 630, 641	Thompson, J. B.	625
Stone, W. G. M.	438	Swift, R. K.	159, 161, 163, 270, 449, 514, 592, 677	Thompson, J. Fillmore	546
Storck, Charles	265, 297, 530	Swing, David	418, 423, 599, 670	Thompson, J. K.	666
Storey, Wilbur F.	490, 495, 496, 588, 606	Switzer, Martin	714	Thompson, John L.	468
Storrs, Emery A.	466	Sykes, James W.	334, 370, 629	Thompson, Mary Harris	546, 547
Stoughton, Charles H.	431	Symond, Henry B.	630	Thompson, Somerville	419
Stoughton, Mrs. Charles H.	313	Symonds, H. R.	628	Thomson, Frank M.	
Stoughton, Rev. J. C.	425	Taber & Hawk	506	Thrall, William Austin	138, 655
Stout, A. H.	568	Taft, Levi B.	49, 103, 104, 159, 449, 620, 625, 630	Throop, A. G.	50, 159, 691
Stout, Thomas	50	Talbot, Hall P.	265, 297	Throop, Amos J.	318, 320, 321
Stow, H. M.	677	Talcott, E. B.	56, 554	Throop, C. B.	661
Stow, William H. & Co.	677	Talcott, Mancel	49, 50, 54, 671	Throop, Charles R.	296
Stow, William M.	677	Talcott, Mrs. Mary H. (Otis)	442, 672	Throop, George	282, 286, 299
Stowe, George R.	297	Tallmadge, Samuel H.	282	Thurber, Philip	637
Strachan, Patrick	616, 617	Tallman, Thomas P.	631	Thurston, Ebenezer H.	534
Straining, John	100	Tappan, John W.	651	Thurston, George L.	291
Straus, Samuel	578	Tappen, H. H.	408	Thwing, William U.	661
Street, Rev. G. C.	408, 669	Tapper, George	657	Tibbitts, William	288
Street, R. J.	628	Tarbell, Emmons & Co.	625	Tidd, W. L.	666
Streeter, J. W.	541	Tarrant, Mrs. Sarah	666	Tiedermann, P. T.	666
Strobridge, Rev. T.	426	Tart, Stephen	276	Tiernan, Michael	103
Strode, James M.	588	Taylor, Keuben	164, 535, 660	Tiffany, J. H.	369
Strong, Albert Bliss	538	Taylor, Anson H.	327	Tiffany, Lysander	225, 289
Strong, Cephas	263, 264, 296	Taylor, Augustine D.	327, 517, 689	Tiffany, O. H.	315, 316, 358, 424, 425, 445, 672
Strong, Howard	556, 557	Taylor, Benjamin F.	159, 485, 491, 492, 598, 600	Tiffany, Mrs. O. H.	323
Strong, James E.	310	Taylor, Charles	327	Tillotson, Deidamia M.	117
Strother, Bolton F.	385, 464				

	Page		Page		Page
Tillotson, M. D.	632	Tuttle, E. B.	412, 443	Vogel, H. Eugene	641
Tilton, Albert M.	213, 215, 216, 217	Tuttle, Frederick	84, 159, 348, 449, 506, 683	Vogler, H.	656
Tinkham, A. W.	56, 104, 109			Voice, John	657
Tinkham, Edward I.	159, 163, 513, 514, 535, 547, 550, 591, 625, 626, 629, 632, 634, 670, 748, 757	Tuttle, Herman B.	244, 249, 294	Volk, Leonard Wells	514, 556, 557, 558, 559
Tinkham, Mrs. Edward I.	324	Tuttle, James H.	441, 442	Volkman, Lewis	221
Tinkham, Mrs. Smith	167, 311, 313, 323, 348	Tuttle, J. M.	312, 323	Von Freeden, Enoch	442
Tinsley, Thomas	270	Tuttle, Nelson	163, 348, 349, 644, 683	Von Hallen, George	49, 556
Titsworth, A. D.	40, 84	Twycroft, Louis P.	228, 292	Von Horn, John	49, 104, 196, 199, 289
Titsworth, Sylvester	235, 238, 293	Tyler, Charles M.	430	Von Look, L.	267
Tobey, Charles	629	Tyler, James D.	50	Voorhees, Abraham	431
Tobey, Edgar P.	270, 271, 339	Tyler, James E.	439	Vorpahl, C.	159
Tobey, Orville H.	330	Tyler, Joseph K.	657	Voss, Arno	263, 264, 265, 296
Tobias, Herman	500	Tyrell, John	349, 627, 644, 646	Voss, Charles F.	264, 296
Tomboeken, Henry	529, 539	Tyrell, Charles T.	575	Voss, Edward	159
Tooker, Robert Newton	541	Tyrell, John A.	575	Vowden, Thomas A.	644
Tope, J. W.	536	Tyrell, Patrick D.	384	Waddell, Rev. Benjamin	422
Torkelson, Andrew	163	Uhl, J. B.	508	Wade, G. G.	657
Tourtellotte, Frederick W.	257	Ulbrich, Francis J.	49	Wade, Henry S.	162, 189
Towse, Rev. A. W.	438	Ullman, Joseph	508, 509	Wade, John	379
Towle, Henry A.	460	Ulrich, Julius	545, 655	Wadsworth, Elisha S.	164, 420, 568, 636, 733
Towne, Edward P.	159, 464	Underhill, L. J. W.	661	Wadsworth, Mrs. Elisha S.	310, 323, 420
Towne, Joseph W.	506, 507	Underwood, Benjamin W.	228, 292	Wadsworth, Francis L.	522, 537
Towner, Henry A.	328, 330, 334, 369, 370, 371	Underwood, John M.	555, 645, 690, 691	Wadsworth, Mrs. Henry	310
		Underwood, Mrs. J. M.	323	Wadsworth, James	657
		Underwood, T. W.	626	Wadsworth, Julius	568, 636
		Underwood, Phineas L.	163, 324, 353, 354, 359, 369, 370, 646	Wadsworth, Phillip	213, 370, 388, 513, 656
		Underwood, Noyes & Co.	364	Wadsworth, Samuel W.	164, 288
		Upldike & Solitt	502	Wadsworth, T. W.	148, 637, 639, 643
		Upton, George P.	484, 491, 494	Wager, Henry B.	170, 288
		Urlsen, Miss M. Louise	320	Waggner, Robert G.	673
		Valentine, John R.	669	Wagner, John	290
		Vallette, Henry Franklin	481	Wagner, Louis	288
		Van Agt, Michael	402	Wagner, William	196, 289, 536, 552, 556
		Van Arman, Hiram M.	221	Wahl, Christian	49, 103, 104
		Van Arman, John	159, 167, 257, 295, 468	Wait, Frederick H.	587
		Van Arman, John, Jr.	257, 295	Wait, Horatio Loomis	462
		Van Buren, Augustus	479	Wait, J. E.	555
		Van Buren, A. A.	640, 642	Waite, Charles C.	502, 503
		Van Buren, Evert	159, 295, 457	Waite, D. D.	538
		Van Buren, Smith B.	39	Waite, George Washington	657
		Van Buren, T. G.	642, 643	Waite, Daniel Tyler	657
		Van Campen, Charles	661	Waite, William E.	163, 170, 173, 174, 625, 626
		Vanderburg, Abraham	221	Waite, W. H.	625, 626
		Vandercook, C. R.	679	Walch, C. R.	164
		Van den Eyken, Mauritius	404	Waldron, John	399, 405
		Vandervoort, Freegift	295	Walker, Charles	554
		Van Dozer, Benjamin Rel	534	Walker, Charles H.	159, 337, 345, 352, 369, 374, 641
		Van Emstede, Francis	405	Walker, Edwin	358, 669
		Van Etta, James	614	Walker, E. H.	296
		Van Horn, Washington	170, 288	Walker, Frederick	296
		Van Inwagen, James	340	Walker, George C.	371, 374, 449, 513
		Van Noorden, E.	447	Walker, George E.	518
		Van Nortwick, John	554	Walker, George H.	327
		Van Osdal, John M.	164, 436, 502, 512, 517, 564	Walker, Gilbert C.	159
				Walker, H.	379
		Van Osdal, Mrs. John M.	312	Walker, Henry H.	582
		Van Wagenen, R. D.	645	Walker, James M.	144, 145
		Van Wagener, R. D.	538	Walker, M. O.	666
		Van Winkle, R.	615	Walker, Samuel B.	118, 582, 666
		Van Zandt, George	627	Walker, Sidney P.	189
		Van Zant, Rev. B.	421	Walker, S. W.	539
		Varden, George	208	Walker, W. F.	442, 655
		Vargas, Joaquin A.	395	Walker, William S.	719, 720, 727
		Vargas, Charles	162, 292, 295	Wallace, I. P.	345
		Vasseur, Edward	263, 264	Wallace, Martin	191, 194, 289
		Vaughan, P. W. T.	661	Wallace, Martin R. M.	258, 295, 388, 670
		Vaughan, S. O.	661	Waller, Henry	477
		Vaughan, David	164, 203	Waller, J. B.	369
		Velter, Rev. George	412	Waller, Rev. Maurice	420
		Venn, Clement	406	Wallis, William H.	161, 261, 296
		Verdier, T. T.	50	Wallwork, John	49, 50, 661
		Verdin, John S.	402	Walpole, W. R.	658
		Vernard, Charles	296	Walsh, Charles	308, 399
		Vibert, John G.	661	Walsh, David	49, 50, 104, 771
		Victor, Hugo	405	Walsh, James	50
		Vinecent, B. B.	375	Walsh, John R.	498, 500, 501
		Vincent, Rev. John H.	424	Walsh, M.	392
		Vincent, J. R.	669	Walsh, William	80
		Vincent, Nelson & Co.	373, 375, 795, 796	Walter, George A.	296
		Vinton, Emma O.	117	Walter, Joel C.	164, 370, 517
		Voeke, William	198, 289, 478, 513, 639, 658	Walters, Horace	593
		Voegtlin, William	601	Walworth, Nathan H.	208, 209, 210, 212, 631
		Vogel, Charles H.	292, 295		
Tillotson, M. D.	632				
Tilton, Albert M.	213, 215, 216, 217				
Tinkham, A. W.	56, 104, 109				
Tinkham, Edward I.	159, 163, 513, 514, 535, 547, 550, 591, 625, 626, 629, 632, 634, 670, 748, 757				
Tinkham, Mrs. Edward I.	324				
Tinkham, Mrs. Smith	167, 311, 313, 323, 348				
Tinsley, Thomas	270				
Titsworth, A. D.	40, 84				
Titsworth, Sylvester	235, 238, 293				
Tobey, Charles	629				
Tobey, Edgar P.	270, 271, 339				
Tobey, Orville H.	330				
Tobias, Herman	500				
Tomboeken, Henry	529, 539				
Tooker, Robert Newton	541				
Tope, J. W.	536				
Torkelson, Andrew	163				
Tourtellotte, Frederick W.	257				
Towse, Rev. A. W.	438				
Towle, Henry A.	460				
Towne, Edward P.	159, 464				
Towne, Joseph W.	506, 507				
Towner, Henry A.	328, 330, 334, 369, 370, 371				
Towner, Horatio N.	271, 299				
Townsend, Charles D.	384				
Townsend, William R.	208				
Tracey, John F.	646				
Tracey, William	50				
Tracy, John F.	150, 151, 352				
Tracy, S. P.	276, 277, 299, 556, 557				
Trautman, Frank	741, 742				
Treat, Theodore N.	776, 777, 778, 780				
Tree, Arthur	743				
Tree, Lambert	455, 470, 719, 724, 735, 740, 742				
Trego, Charles T.	342, 371				
Treyser, George A.	612, 613				
Trimble, D. B.	553				
Trimble, John J.	657				
Tripp, Ezekiel	502				
Troost, Gustavus	634				
Trowbridge, James H.	421				
Truax, W. B.	122				
True, Ira G.	162, 187				
Truesdell, C. G.	427				
Trussell, George	614				
Truysen, Rev. C.	402				
Tschieder, Peter	125, 126				
Tubbs, F. H.	125, 126				
Tucker, D. Mills	538				
Tucker, E. N.	660				
Tucker, Frank B.	661				
Tucker, Henry	439				
Tucker, Hiram A.	449, 441				
Tucker, Horace	132				
Tucker, Joseph Francis	147				
Tucker, Joseph H.	161, 167, 227, 301, 369, 625				
Tucker, Lansing B.	227, 292				
Tucker, William F.	507, 632				
Tuley, Murry F.	466				
Tully, John	196				
Tully, John D.	104				
Tunnichoff, Charles	655, 660				
Tunnichoff, W. H.	661				
Turebin, John B.	166, 180, 181, 197, 288				
Turnaid, Herriek G.	292				
Turner, Henry	657, 661, 663				
Turner, James	660				
Turner, John	517				
Turner, John Bice	121, 133, 136, 352, 488, 554, 639, 679, 741				
Turner, John M.	517, 693				
Turner, Matthew	715, 717				
Turner, Thomas J.	624				
Turner, Valentine C.	121				
Turner, William	449, 649				
Turner, William H.	449, 649				
Turpin, Virginius A.	353, 365, 366, 367, 370, 371, 646				
Turtle, William	84				

	Page		Page		Page
Wampold, Louis	657	Weinberg, Alexander	658	White, Horace	159, 492, 493, 500, 536, 636, 701, 732, 733, 734, 777.
Wanzer, Hiram	538	Weir, John B.	517	White, John S.	662
Ward, Cyrus J.	668	Weisswange, Charles	656	White, Julius	199, 200, 201, 203, 290, 385, 636, 637, 639, 642, 643, 644, 721.
Ward, Dennis	663	Welch, Rodney	541	White, Lyman A.	274, 275, 298
Ward, Ephraim	550	Weller, F. Montrose	530	White, Michael	517
Ward, George F.	263	Wells, Edwin S.	511, 513, 611, 700	White, Patrick H.	271, 273, 283, 286, 287, 298, 299.
Ward, George L.	696	Wells, E. W.	651	White, S. F.	657
Ward, Henry A.	228, 292	Wells, F.	658	White, W. G.	49
Ward, James	102, 103, 104, 106, 315, 321, 517, 620.	Wells, Isaac	645	White, W. Hanford	541
Ward, James H.	473	Wells, Joseph B.	449	White, William P.	657
Ward, James L.	345	Wells, Theodore B.	431	White, William R.	661
Ward, Jasper D.	49	Wells, William H.	102, 112, 515, 517, 651	Whitehead, Edward J.	295, 661
Ward, Samuel D.	388, 513, 514	Welmaker, John	327	Whitehead, (Father) Henry	427
Wardner, Horace	288, 531, 532	Wendell, Ann E.	117	Whitehouse, Henry John	407, 408, 409, 411, 412, 413, 414, 415, 444, 557, 559.
Wardner, Philip J.	294, 670	Wendheim, Henry	442	Whitehouse, William F.	472
Warkowski, Carl	443	Wendt, Henry	49, 196, 289	Whitfield, Thomas	271, 539
Warner, Abraham J.	263, 264, 296	Weniger, Benedict	267, 268, 297	Whitford, Henry K.	548, 549
Warner, Christopher	715	Wentworth, C. E.	264	Whiting, David V.	395, 396
Warner, Ezra J.	639	Wentworth, Charles P.	657	Whiting, Fred G.	83
Warner, E. K.	657	Wentworth, C. R. P.	370, 661	Whiting, J. T.	636
Warner, George F.	259, 296	Wentworth, C. W.	661	Whiting, Mary E.	117
Warner, P. I.	512	Wentworth, Daniel S.	104, 109	Whiting, Webster A.	235, 293
Warner, S. L.	159	Wentworth, Elijah	327	Whitley, John	661, 663
Warner, William	232, 267	Wentworth, John	49, 83, 84, 91, 104, 166, 163, 393, 454, 485, 491, 512, 517, 555, 584, 594, 620, 626, 681, 694, 746, 755.	Whitlock, James	641
Warner, W. H.	642	Wentworth, N. C.	615	Whitman, M.	651
Warrack, James	395	Wentworth, William F.	50, 507, 615	Whitney, A. M.	657
Warren, Charles C.	376	Wentz, George H.	213, 291	Whitney, E. H.	422
Warren, Cyrus T.	376	Werther, W.	267	Whitney, George C.	633
Warren, Rev. G. W.	438	Wescott, Henry F.	213, 214, 291	Whitney, J. T.	568
Warren, John B.	78	West, Byron D.	649	Whitney, N. K.	370
Warren, Nathan Henry	375, 376	West Samuel	116	Whitney, R. P.	624
Warren, Robert	340, 371	Westergren, Andrew T.	444	Whitney, S. F.	117
Warren, William	600, 639, 651, 658, 659, 660.	Westergren, Nels O.	444	Whitney, Thomas	370, 371
Warren, W. H.	661	Westfall, P. R.	628, 631	Whitney, W.	658
Warren, William Henry B.	660	Western News Company	484, 500	Whitney, Warren P.	282
Warschauer, Max	658	Westhrach, Joel	392	Whitson, Charles B.	213
Wasalik, Joseph	716	Weston, Allyn	656	Whitson, John T.	213
Wasalik, Wensl	716	Weston, John M.	608	Whittemore, E. E.	106
Wasy, George E.	49	Weston, U. W.	656	Whittier, Mrs. M.	313
Washburn, J. H.	638	Westover, Rev.	445	Whittle, Daniel W.	228, 292, 431
Washburn, W. J.	666	Wetherell, J. B.	568	Whittle, James F.	271
Washburn, W. W.	661	Wetherell, Robert W.	180, 187, 189, 190, 288.	Whiard, Norman	641
Washburne, Elthu B.	617	Whalen, Robert	401	Wicker, Charles G.	50, 163, 167, 348, 625
Washburne, Elmer	384	Whaling, Mrs. Julia Cone	548	Wicker, J. Collins	104
Waterhouse, Allen C.	298	Whaling William J.	648	Wicker, Joel H.	499, 625, 630
Waterman, Arba N.	476, 763	Wharton, Clifton T.	180, 181, 187, 288	Wickersham, Swayne	538
Waterman, George I.	213, 217, 291	Wharton, Rev. Robert K.	420	Wiedinger, B.	117
Waterman, R. C.	511	Wheaton, James A.	257, 295	Wiedman, Anthony	117
Waters, Edwin S.	117	Wheeler, A. B.	517	Wight, J. Ambrose	436, 531
Watkins, Elias T.	646	Wheeler, Bacon	554, 627	Wight, I. B.	671
Watkins, G. D.	370	Wheeler, Calvin T.	342, 350, 352, 369, 370, 375, 630, 632, 641.	Wilbur, Henry Lyon	660
Watkins, John	327	Wheeler, Charles C.	135, 138	Wilbur, C. A.	541, 545
Watrous, Christopher	609	Wheeler, Charles W.	368, 374, 375	Wilce, Thomas	50, 52, 762, 769, 771
Watson, George	336, 337, 369, 439	Wheeler, Fred A.	664	Wilce, Mrs. Thomas	766
Watson, Rev. George	402	Wheeler, George	568	Wilcox, Albert B.	692
Watson, J. S.	658	Wheeler, George Henry	374, 375	Wilcox, Edward P.	271, 273, 298, 692
Watson, William	677	Wheeler, George M.	647	Wilcox, Erastus	990
Waughop, J. W.	159, 549, 556	Wheeler, Gilbert	531	Wilcox, H. M.	651, 655
Way, Hamilton M.	208	Wheeler, Hiram	352, 369, 370, 374, 449, 637, 641, 642.	Wild, Theodore	289
Wayman, Samuel	517	Wheeler, J. B.	392	Wild, Theodore B.	645
Wayman, William	84, 218, 517, 660	Wheeler, J. B.	746	Wild, Thomas	763
Wayne, Thomas D., Jr.	339	Wheeler, Johnman	164	Wilder, Charles J.	290
Webb, Portus B.	350	Wheeler, William	313	Wilder, E. C.	641
Webb, N. F.	641	Wheeler, Mrs. W.	661, 664	Wilkey, Samuel	658
Webb, Patrick	704	Wheeler, W. E.	610	Wilhelm, A. P.	666
Webb, Thomas	573	Wheelock, Joseph	607	Wilken, E.	701
Webb, William A.	208, 290, 301	Wheelock, Joseph F.	607	Wilkie, Franc B.	484, 496, 615, 666
Webber, Ambrose C.	254, 294	Wheelock, Oris Leonard	565	Wilkins, J. R.	662, 666
Webber, Edwin A.	263, 295, 297	Whilt, J.	657	Wilkins, S. G.	662
Webster, Mrs. C. C.	320	Whipple, Henry B.	411, 426, 443	Wilkinson, Rev. John	411
Webster, George	340, 342, 369, 370	Whipple, Samuel L.	715	Wilkinson, Lorenzo D.	464
Webster, Joseph D.	159, 298, 368, 391, 392, 393, 493, 513, 514, 670, 721, 722.	Whistler, John	328	Willard, Charles M.	270, 271, 298, 466
Webster, J. P.	594	Whitaker, George S.	50	Willard, Flisha	624
Webster, L. D.	722	Whitaker, James A.	690	Willard, E. W.	167, 626, 678
Webster, Thomas H.	641	Whitaker, Mary A.	117	Willard, H. F.	505
Webster, Timothy	88	Whitaker, Oliver	644	Willard, J.	517
Weed, J. Warner	595	Whitall, James D. W.	290	Willard, O.	643
Weeks, G. H.	348	Whitbeck, H.	555	Willard, O. A.	651
Wehrli, Rudolph	159, 584	Whitcomb, Lot	668	Willard, P. H.	647
Weid, Iver Alexander	232, 293	White, Alexander	163	Wilentzki, Tranoff	225
Weigle, F.	705	White, G. Q.	162	Williams, A.	643, 651
Weiler, T.	162				

	Page		Page		Page
Williams, A. C.	624	Wolcott, Alexander	517	Yarwood, M. S.	370
Williams, Albert P.	295	Wolcott, Edward A.	268	Yates, B. F.	162
Williams, Asa	87	Wolcott, Mrs. Ellen	327	Yates, Frank E.	189
Williams, Charles D. C.	180, 274, 288	Wolcott, E. G.	336, 337, 345, 369, 370	Yates, Horace H.	164, 505, 614
Williams, C. R.	487	Wolcott, George H.	279	Yates, Lucius H.	252, 294
Williams, E. B.	388, 689, 702	Wolf, Bernhardt	658	Yawkey, Samuel W.	660
Williams, E. F.	431	Wolf, Gabriel	658	Yoe, Peter L.	94, 164, 167, 554, 644, 733
Williams, Edward H.	408	Wolf, Jacob	767	Yondorf, Charles	935
Williams, Erastus Smith	415, 420, 454, 513, 670	Wolf, Arnold	635	Yonker, Rev. Alexander	426, 427
Williams, Frank Benton	113	Wolf, George	297	Young, Caryl	631, 633
Williams, George F.	625, 661	Wolf, Ludwig	662	Young, Frederick W.	296
Williams, Henry G.	667	Woolley, J. D.	637	Young, George H.	661
Williams, Henry M.	267, 294	Wönder, Henry	450	Young, G. M.	442
Williams, Isaac	87	Wood, A. M.	657	Young, H. G.	576
Williams, Isaiah H.	227, 228, 288, 292, 346, 667	Wood, A. W.	657	Young, John	180, 187
Williams, John C.	319, 655	Wood, Eli	657, 658, 661	Young, J. H.	666
Williams, J. F.	658	Wood, Eliphalet	163, 167	Young, N. H.	549
Williams, J. H.	661, 667	Wood, E. L.	657	Young, W. B.	650
Williams, J. M.	624	Wood, George S.	391	Younglove, Ira S.	341, 646, 655
Williams, John S.	257, 295	Wood, Rev. Glen	422	Zengler, Frederick	199
Williams, Norman, Jr.	159, 513, 645	Wood, George W.	657, 661	Ziegfeld, Florence	592
Williams, N. O.	631	Wood, John	162, 225	Ziegler, Isaac	446
Williams, Robert A.	91, 92, 94, 712, 713, 762	Wood, J. H.	608, 609	Zimmer, Rev. Peter	405, 536
Williams, Sandford	641	Wood, M. L.	680	Zimmer, Miss Teresa	314
Williams, William	666	Wood, Orlando S.	299	Zimmerman, H. W.	641
Williams, William D.	298, 299	Wood, Peter P.	94, 270, 271, 298		
Williamson, Samuel S.	370, 644	Wood, Washington L.	288		
Williamson, Mrs. Samuel S.	313	Woodard, Willard	49, 106, 109, 762, 763, 771		
Willge, August W.	292	Woodbridge, John	420		
Willing, Henry J.	417	Woodbridge, John, Jr.	670		
Willis, Thomas	661	Woodhouse C.	541		
Willmarth, H. B.	638, 639, 642, 643, 644, 651	Woodland, George	627		
Willmarth, H. M.	50, 601	Woodman, Charles L.	49, 50, 661		
Wills, Joseph P.	657	Woodman, John	557, 663		
Willson, Solomon A.	599	Woodruff, John G.	252, 254, 294		
Willson, Solomon M.	160, 464, 641	Woodruff, W. N.	370, 412		
Willmarth, T. W.	666	Woodson, W. T.	450		
Wilson, Charles L.	323, 491, 777	Woodward, A. W.	545		
Wilson D. F.	535, 600	Woodward, Frank J.	257, 295		
Wilson, Franklin	660	Woodward, George W.	291		
Wilson, Frank C.	282, 299	Woodward, James L.	696		
Wilson, Henry	516	Woodworth, James H.	164, 515, 516, 555, 626, 632, 644		
Wilson, John	666, 668	Woodworth, Mrs. J. H.	311, 313		
Wilson, J. C.	388	Woodworth, John M.	531, 538, 553		
Wilson, J. D.	661	Woodyat, W. H.	541		
Wilson, James Grant	297	Woolworth, C. D.	507		
Wilson, John A.	205	Wooster, Julius	661		
Wilson, John L.	330, 491, 501	Wooster, J. A.	658		
Wilson, John M.	163, 164, 167, 456, 460, 513	Worcester, Edward	681		
Wilson, Joseph	79	Work, Henry Clay	454, 593		
Wilson, J. J. S.	125, 126, 763	Worley, R. H.	505		
Wilson, Mrs. O. B.	323	Worster, John	338		
Wilson, Richard L.	390, 401	Worth, Daniel	517		
Wilson, Robert	254, 294	Wren, Rev. George L.	435		
Wilson, Robert S.	457	Wright, Abner M.	332, 371		
Wilson, W. C.	666	Wright, Alfred	644		
Witt, Charles	101	Wright, Andrew	40		
Windett, Arthur W.	463	Wright, Andrew J.	740		
Windoos, W.	159	Wright, Charles	497		
Windsor, J. H.	662	Wright, Frederick	271		
Winer, William D.	191, 289, 301, 310, 553	Wright, George P.	450		
Wing, Henry	531	Wright, James	450		
Wing, Malcolm H.	259	Wright, John	568		
Winne, Killian	505, 506	Wright, Rev. J. A.	493, 643		
Winship, James	658	Wright, John D.	722		
Winslow, Ferdinand S.	632, 633	Wright, John S.	567, 568, 573		
Winslow, William	632	Wright, Joseph C.	227, 228, 292, 293, 298, 346, 351		
Winston, Frederick H.	472, 646	Wright, Levi P.	765		
Winter, C. H. S.	670	Wright, Lucy A.	117		
Winter, W. W.	657	Wright, Matilda	117		
Wirt, George	661	Wright, Nathaniel T.	330		
Wirt, W. O.	661	Wright, Robert C., Jr.	575		
Wisdom, William	419	Wright, Robert C., Sr.	575, 576		
Wise, A.	632	Wright, Timothy	493, 601		
Wise, George C.	277, 299	Wright, Truman G.	569		
Wissel, F.	405	Wright, William B.	430		
Wissel, Joseph	405	Wright, William H.	508		
Wiswall, John C.	431	Wright, W. M.	662		
Witbeck, Henry	50	Wuensche, Charles	104		
Witrow, Thomas F.	152	Wunder, Henry	116		
		Wustum, J. G.	661		
		Wyman, J. B.	161		

AUTOGRAPHS.

Allen, J. Adams	522
Bain, George	765
Baldwin, Silas D.	219
Barrell, Joshua	503
Barrett, John P.	93
Bateham, W. B.	717
Bell, Joseph Warren	265
Benjamin, S. S.	503
Beveridge, John L.	268
Blackwelder, I. S.	652
Blaney, Jas. V. Z.	523
Blow, Henry T.	769
Boardman, J. W.	506
Bolton, William H.	277
Boone, L. D.	527
Booth, Henry	456
Bouton, Edward	275
Boyden, James W.	765
Bradley, Luther P.	213
Bridges, Lyman	274
Bross, John A.	237
Brown, Joseph	771
Brown, Mrs. P. R.	770
Brown, T. B.	764
Buehler, John	763
Burch, T. R.	653
Burns, R. F.	421
Butterfield, Lewis	119
Cameron, Daniel	225
Carpenter, Philo	104
Cherrie, (Miss) E.	765
Church, William L.	88
Clarke, James C.	128
Collyer, Robert	440
Colvin, Harvey D.	127
Colvin, John-H.	276
Comiskey, John	715
Cooke, Nicho. Francis	543
Cooley, Charles G.	282
Couzins, (Miss) Phoebe W.	766
Cregier, Dewitt Clinton	60
Culver, Allen M.	771
Cumming, Gilbert W.	213
Davis, N. S.	524
DeWolf, Calvin	482
Dore, John C.	103
Duggan, Rt. Rev. James	297
Dunn, John	128
Dyherfurnth, J.	592
Egan, W. M.	655
Eldridge, Hamilton N.	258
Ellsworth, Elmer E.	190
Fergus, Robert	485
Field, Marshall	695
Follansbee, A.	517
Forrest, Jos. K. C.	497
Freer, L. C. Paine	474
Frink, John	118

AUTOGRAPHS.	Page	AUTOGRAPHS.	Page	BIOGRAPHICAL MENTION.	Page
Gamble, William	259	Stockton, Joseph	228	Bassett, H. D.	697
Goll, Bruno Henry	716	Stokes, James H.	278	Bauer, August	505
Haines, John C.	50	Stone, Melville E.	772	Bauer, Julius	595
Hammer, D. Harry	481	Storey, W. F.	495	Baumann, Edward	566
Harmon, Isaac	327	Swing, David	423	Baxter, Daniel F.	340
Harrison, Carter H.	55	Taylor, Reuben	660	Beckers, Oscar E.	272
Hayes, Justin	548	Taylor, Ezra	271	Beckwith, Corydon	465
Hayes, Samuel Snowden	105	Taylor, Geo.	764	Becher, A. D.	562
Heafford, George H.	228	Thieleman, Christian	269	Beem, Martin	476
Heath, Monroe	601	Tomlin, Mary	491	Belden, J. S.	652
Hecker, Frederick	196	Tucker, Horace	130	Bell, Alexander	350
Hill, Horatio	491	Tucker, Joseph H.	227	Bell, Charles A.	266
Hoard, Samuel	103	Turchin, John B.	181	Bell, John H.	529
Holden, Charles C. P.	764	Van Arman, John	267	Bell, Joseph Warren	266
Holden, (Mrs.) Sarah J.	766	Voss, Arno	257	Bell, William W.	267
Hotchkiss, Charles Truman	244, 761, 767	Wadsworth, E. S.	148	Bennett, Robert J.	609
Hough, Rosell M.	227	Wadsworth, Julius	148	Bensley, John Russell	332
Humphrey, Rev. Z. M.	416	Walker, M. O.	118	Berdell, Charles	519
Hunter, Edward E.	327	Wallace, Martin R. M.	258	Beveridge, John L.	269
Jameson, John A.	482	Washburne, E. B.	617	Beye, William	54
Jeffery, E. T.	130	Waterman, A. N.	763	Bickerdike, George	576
Johnson, H. A.	532	Waters, J. Linton	130	Bigelow, Daniel F.	561
Judd, N. B.	462	Waters, O. P.	659	Bigelow, Edward A.	372
Juergens, D. L.	763	Watkins, Thomas	105	Bigelow, James L.	372
Keck, Josiah Lawrence	767	Webb, William A.	208	Black, William P.	203
Kimbark, S. D.	683	Wehrli, Rudolph	584	Blackall, A. H.	700
King, Byram	517	Wentworth, G. W.	521	Blackman, Carlos H.	349
Kingston, Chas. H.	659	Wentworth, John	84	Blackman, Chester S.	350
Kinney, Joel A.	90	Whaling, Wm. J.	648	Blackman, Willis L.	349
Livernore, Mary A.	311	Wilce, Thos.	769	Blackstone, Timothy B.	141
Logan, John A.	169	Willard, S.	111	Blackwelder, I. S.	652
Lord, M. N.	517	Wilson, Charles L.	491	Blackwell, Robert S.	461
Ludlam, R.	542	Wilson, John L.	491	Blair, Edward T.	682
Lynch, William F.	222	Winne, Killian	503	Blair, William	682
McArthur, John	170	Wynkoop, H. A.	517	Blake, E. Nelson	371
McCormick, C. H., Jr.	688			Blakely, David	498
McCrea, Samuel Harkness	344	BIOGRAPHICAL MENTION.		Blaney, James Van Zandt	523
McVickar, B.	393	Abel, Jonathan	364	Bliss, Philip Paul	594
Mann, Orrin L.	206	Abbott, Abial R.	476	Blodgett, Henry W.	452
Mason, Roswell B.	51	Abbott, Wade	476	Bluthardt, Theodore J.	533
Mason, R. B.	764	Ackerman, William K.	132	Boardman, J. W.	506
Medill, Joseph	52	Adams, B. & Co.	333	Bogue, George Marquis	578
Medill, William H.	259	Adams, Cyrus H.	363	Bolter, Andrew	679
Mihalotzy, Geza	196	Adams, Francis	54	Bond, Lester Legrand	477
Mitchell, Arthur	416	Adams, George E.	470	Bonfield, John	86
Moore, Orren E.	761	Adler, Rev. Lieberman	446	Bonney, Charles Carroll	471
Morgan, Geo. H.	770	Adler, Dankmar	566	Boone, Levi D.	527
Morris, Wm. W.	770	Adsit, J. M.	634	Booth, Henry	455
Mulligan, James A.	191	Allen, Jonathan Adams	524	Booth, Mary McVicker	599
Newell, John	153	Allerton, Samuel W.	341	Bouton, Nathaniel S.	681
Nichols, Washington A.	431	Anderson, John	489	Boyer, Valentine A.	526
O'Meara, Timothy	250	Andrews, Edmund	526	Boyington, W. W.	564
Orcutt, W. F.	506	Andrews, Joseph H.	582	Bradley, Cyrus Parker	86
Osborne, Thomas D.	204	Anthony, Elliott	471	Bradley, Luther P.	218
Payton, Lucien	568	Armour, Philip D.	331	Bradley, William Henry	453
Pearce, J. Irving	503	Armstrong, Charles M.	341	Bradwell, James B.	458
Perkins, Samuel C.	659	Armstrong, George Buchanan	391	Bradwell, Mrs. Myra	313
Phillips, John C.	277	Arrington, Alfred W.	462	Bragg, F. A.	583
Pierce, Asahel	568	Artlingstall, Samuel George	62	Breakey, Benjamin A.	683
Prescott, Eli S.	568	Asay, Edward G.	470	Brenan, Thomas	195
Ray, C. H.	491	Ashley, Augustus G.	364	Brine, George J.	353
Reynolds, (Miss) Birdie	766	Austin, Henry Seymour	473	Broadway, Morris D.	612
Reynolds, Joseph S.	766	Austrian, Joseph	87	Brooks, John W.	583
Rice, J. B.	597	Averill, Albert J.	575	Bross, John A.	243
Richmond, Thomas	506	Ayer, Benjamin Franklin	132	Bross, William	492
Robinson, George I.	278	Ayres, Enos	577	Brousseau, Zenophile P.	345
Rollo, Wm. E.	643	Babcock, Charles Ferdinand	113	Brower, Daniel Roberts	525
Runyan, E. F.	762	Baird & Bradley	574	Brown, Henry H.	644
Salomon, Edward S.	232	Baker, William D.	489	Bryan, Thomas B.	477
Schaumbeck, Frederick	267	Balatka, Hans	593	Bryant, James M.	334
Schintz, Theodore	771	Balding, Thomas E.	221	Bucher, Charles Ambler	528
Scott, Joseph R.	180	Baldwin, Silas D.	350	Buck, Dudley	593
Scripps, John L.	389	Ball, George C.	364	Buckie, John, Jr.	490
Seeley, T. P.	529	Ball, James M.	363	Buckingham, Ebenezer	374
Sherman, Francis T.	235	Ballantyne, James F.	497	Buckley, William	87
Shipman, Geo. E.	543	Bangs, Edward W.	364	Bullwinkle, Benjamin B.	94
Shortall & Hoard	587	Barker, Jabez	690	Burch, Thomas R.	639
Sinclair, Catherine J.	763	Barker, John Clarke	481	Burgess, William	489
Smith, James	270	Barnard, Gilbert Wordsworth	655	Burgie, Henry C.	680
Snider, Alonzo	763	Barrell, James	375	Burling, Edward	564
Stanard, E. O.	765	Barrett, John P.	93	Burnam, Ambrose	556
Stanford, G. W.	763	Barrett, Oscar W.	642	Burns, Rev. Robert Ferrier	421
Stansbury, Chas. F.	659	Barron, William T.	458	Buttolph, Albert C.	699
Starring, Frederick A.	228	Barry, Thomas	96	Byford, William Heath	532

BIOGRAPHICAL MENTION.		Page	BIOGRAPHICAL MENTION.		Page	BIOGRAPHICAL MENTION.		Page
Cable, Ransom R.	151		DeWolf, William Frederick	479		Gookins, J. F.	561	
Cameron, Daniel	226		Dexter, Wirt	472		Gottig, Cord. H.	566	
Campbell, Frank W.	583		Dickinson, Albert	356		Graham, Andrew J.	82	
Campbell, James L.	583		Dickinson, Albert F.	356		Gray, Charles M.	154	
Carroll, Rev. John	407		Dickinson, Charles	356		Gray, George M.	154	
Cary, Eugene	652		Dickinson, Nathan	356		Greenebaum, Elias	578	
Castle, Edward Herrick	580		Doggett, William E.	697		Greensfelder, Isaac	698	
Chandler, Edward Bruce	93		Dole, James Henry	341		Groesbeck, Abram	529	
Chandler, George W.	243		Doncley, Richard Robert	486		Grosvenor, Thomas W.	777	
Chandler, Peyton R.	634		Donnersberger, Joseph	586		Guerin, John	528	
Chard, Thomas Septimus	645		Dore, John Clark	106		Gund, Frederick	86	
Charlton, James	143		Dougall, Margaret	110		Gunn, Moses	525	
Chase, Charles Carroll	589		Douglass, Stephen Arnold	303		Gunzenhauser, John	581	
Chase, Samuel Blanchard	589		Douglass, John M.	131		Gurney, Theodore Tuthill	664	
Cheney, Rev. Charles Edward	415		Dow, Asa	339		Hadduck, Mrs. Edward H.	672	
Chesbrough, Ellis S.	665		Drummond, Thomas	452		Haines, John C.	50	
Childs, Shubael D.	488		Drury, John F.	560		Hale, Edwin M.	544	
Chisholm, James	492		Ducat, Arthur Charles	170		Hall, Duncan J.	249	
Church, Thomas	641		Duggan, Rev. James	593		Hall, Phillip A.	138	
Clark, John S.	525		Duncan, Thomas Cation	345		Hall, Wallace H.	384	
Clarke, George C.	645		Dunham, Ramson W.	138		Hamill, Charles D.	353	
Clarke, George R.	254		Dunlap, George L.	400		Hamill, Ernest A.	372	
Clarke, James C.	131		Dunne, Rev. Dennis	471		Hamilton, David G.	577	
Clarke, L. H.	154		Dupepe, Charles A.	342		Hamilton, Polemus D.	480	
Clarke, William Edwin	529		Dupepe, John, Jr.	699		Hammer, D. Harry	577	
Clarkson, Thaddeus S.	267		Durand, Calvin	699		Hammond, Charles Goodrich	262	
Clary, Stephen	332		Durand, H. C.	699		Hanchett, Seth F.	331	
Claussenius, Henry	396		Dyhrenfurth, Julius	267		Hancock, John L.	677	
Clement, Stephen	676		Dyrenfurth, Robert C.	408		Hannah, Richard C.	80	
Cobb, Silas B.	517		Eastman, Zebina	510		Harman, William	80	
Cochrane, John Crombie	566		Eckardt, Thomas	566		Harman, William, Jr.	700	
Coe, Albert L.	575		Edbrooke, Willoughby J.	427		Harper, George	669	
Colbert, Elias	494		Edwards, Rev. Arthur	661		Harper, John C.	392	
Collins, James L.	680		Edwards, Edward W.	258		Harris, Jacob	91	
Collins, William R.	440		Egan, Wiley Michael	190		Harris, U. P.	266	
Collyer, Rev. Robert	477		Eldridge, Hamilton N.	524		Hartmann, Theobald	640	
Comstock, E. F.	372		Ellsworth, Elmer E.	356		Harvey, George M.	87	
Congdon, Charles B.	595		Ennis, James	433		Hathaway, Amos W.	570	
Conway, E. S.	95		Etheridge, James Henry	434		Hatheway, Franklin	461	
Conway, M. W.	698		Everingham, Lyman	677		Haven, Carlos	104	
Cook, Burton C.	156		Everts, Rev. William Wallace	694		Haven, Luther	526	
Cook, George Churchill	531		Fallis, Sylvanus W.	485		Haven, Samuel R.	190	
Cook, John H.	486		Farr, M. A.	665		Hayes, James R.	549	
Cooke, Alexander Hardy	478		Farwell, Charles B.	645		Hayes, Samuel Snowden	105	
Cooke, David Brainard	543		Farwell, John V.	607		Healy, George P. A.	559	
Cooke, Nicholas Francis	478		Farwell, William Washington	700		Heardt, D. B.	517	
Cornell, Paul	648		Fargo, Charles H.	485		Hecker, Friedrich Karl Franz	514	
Cornell, W. B.	501		Faulkner, Samuel	665		Hedges, Samuel Parker	648	
Couch, Ira	371		Fergus, Robert	645		Hemstreet, William J.	105	
Couch, James	458		Ferns, John Porter	16		Henderson, Abner Wells	395	
Counselman, Charles	694		Ferguson, Charles H.	520		Henrotin, Charles	528	
Courtwright, Henry H.	520		Ferguson, W. G.	605		Henrotin, Fernand	524	
Cox, A. J.	680		Fick, Lewis Wesley	433		Henrotin, Joseph Fortunat	528	
Crane, Richard T.	79		Field, Marshall	467		Herrick, William B.	524	
Crawford, John A.	680		Fisher, Lucius G.	499		Hervey, Robert	467	
Cregier, Dewitt Clinton	680		Fisk, D. B.	527		Hesing, Anthony C.	453	
Cribben, Henry	334		Fisk, Rev. Franklin Woodbury	398		Hibbard, Homer Nash	684	
Cribben, William H.	601		Fitch, Calvin M.	277		Hibbard, William G.	140	
Crighton, John	335		Fitch, Thomas Davis	498		Hickling, William	78	
Crosby, Uranus H.	334		Foley, Rev. Thomas	533		Higgins, James L.	456	
Culbertson, C. McClay	218		Forbes, Albert M.	142		Higgins, Van Hollis	695	
Culver, Charles E.	478		Forrest, Joseph K. C.	83		Higbwood, C.	450	
Culver, Washington Irving	132		Foster, Addison Howard	473		Hill, Robert	677	
Cumming, Gilbert W.	267		Foster, Charles H.	587		Hills, D. Hobart	395	
Custer, Jacob R.	218		Foster, John H.	465		Hinkel, Friedrich	462	
Cuyler, Edward J.	140		Frantzen, Fritz	462		Hoagland, Andrew J.	350	
Daggy, Peter	132		Freeman, Andrew W.	690		Hoard, Louis de Villers	588	
Dale, William M.	539		Freer, L. C. Paine	482		Hoffman, Francis A.	469	
Damen, Rev. Arnold	402		Fuller, Alonzo M.	606		Hoffmann, Michael	510	
Dana, Charles Anderson	497		Fuller, Henry	488		Hoge, George B.	252	
Danforth, Keyes	267		Fuller, Melville W.	456		Holcomb, Hiram Francis	663	
Davenport, Edward A.	263		Fuller, Samuel W.	662		Holden, Charles C. P.	772	
Davis, Charles Gilbert	530		Fullerton, Alexander N.	576		Honsinger, Emanuel	546	
Davis, Charles W.	218		Furber, Henry J.	530		Hoorley, R. M.	610	
Davis, David	451		Gage, A. S.	448		Horne, Henry	698	
Davis, Hasbrouck	265		Gale, Stephen F.	146		Horton, James M.	682	
Davis, Nathan Smith	523		Gary, Joseph E.	716		Horton, Oliver Harvey	469	
Davison, Benjamin F.	78		Gassette, Norman Theodore	519		Hosmer, Charles B.	467	
Davison, Benjamin F., Jr.	78		Gehr, Samuel					
Dent, Thomas	465		Geiger, Henry					
Devillers, Charles A.	190		Gherkin, Henry					
DeWolf, Calvin	482		Goddard, L. O.					
DeWolf, Henry	133		Goll, Bruno Henry					
D'Wolf, William	274		Goold, Nathaniel					

Page	BIOGRAPHICAL MENTION.	Page	BIOGRAPHICAL MENTION.	Page	BIOGRAPHICAL MENTION.
467	Hosmer, Edward D.	581	Loeb, Adolphe	374	Munger, Albert A.
645	Hosmer, Rockwood W.	428	Loeber, Rev. Christian A.	405	Munn, Benjamin M.
249	Hotchkiss, Charles Truman.	168	Logan, John A.	252	Murphy, John
108	Howland, George	505	Longley, Hiram	139	Murray, Charles
218	Howland, Henry	475	Loomis, Mason B.	96	Musham, William
145	Howland, L. A.	692	Lord, James F.	98	Myers, Leo
453	Hoyne, Philip Augustus	647	Lowell, Wallace A.	640	Naghten, John
544	Hoyne, Temple Stoughton	633	Lowenthal, Berthold	533	Nelson, Daniel T.
463	Hoyne, Thomas	139	Luce, Frank M.	153	Newell, John
469	Hoyne, Thomas Macley	261	Ludlam, James D.	143	Newman, Augustus
699	Hoyt, W. M.	542	Ludlam, Reuben	506	Newman, Benjamin
584	Hoyt, William M.	546	Ludwig, Roscoe F.	506	Newman, Benjamin L.
135	Hughitt, Marvin	594	Lumbard, Frank	506	Newman, Harvey R.
470	Hurd, Harvey B.	373	Lyke, John W.	634	Niehoff, Conrad L.
525	Hurlbut, Horatio Nelson	638	Lyon, George M.	682	North, Robert L.
665	Hurlbut, Vincent Lombard	332	Lyon, John B.	464	Norton, Jesse O.
331	Hutchinson, Benjamin P.	458	McAllister, William K.	364	Noyes, Edward H.
94	Hyland, David M.	179	McArthur, John	493	Oakley, Maurice
469	Isham, Edward S.	467	McCagg, Ezra Butler	579	Ogden, Sheldon & Co.
525	Jackson, Abraham Reeves	243	McClurg, Alexander C.	640	Olmsted, L. D.
578	Jacobs, Benjamin Franklin	581	McConnell, Brothers	53	Onahan, William J.
457	Jameson, John Alexander	581	McConnell, Edward	477	Otis, E. A.
641	Janes, John J.	581	McConnell, George	79	Owen, Ira H.
486	Jansen, Egbert L.	685	McCormick, Cyrus Hall	383	Otis, Joseph E.
533	Jewell, James Stewart	688	McCormick, C. H. Jr.	528	Paoli, Gerhard Christian
532	Johnson, Hosmer Allen	344	McCrea, Samuel Harkness	635	Pardee, Theron
154	Johnson, W. P.	145	McCredie, William	372	Parker, George G.
475	Johnston, William M.	487	McDonnell, Charles	676	Parkes, John C.
588	Jones, Fernando	350	McHenry, William E.	425	Parkhurst, Rev. Matthew M.
489	Jones, J. M. W.	461	McIlroy, Daniel	118	Parmelee, Franklin
122	Jones, J. Russell	375	McKay, James R.	418	Patterson, Rev. Robert W.
372	Jones, Nathaniel Strong	585	McKeever, J. L.	539	Patterson, Theodore Henry
677	Jones, R. R.	451	McLean, John	594	Peabody, Francis B.
528	Jones, Samuel J.	399	McMullen, Rt. Rev. John	586	Pease, Benjamin Lovering
573	Jones, William	142	McMullen, James C.	560	Pebbles, Frank M.
450	Jordan, C. H.	394	McVicker, Brockholst	140	Perkins, Jenks D.
462	Jordan, Norman B.	597	McVicker, James Hubert	492	Perry, Oliver Hazard
474	Jussen, Edmund	695	McWilliams, John G.	97	Petrie, Charles S.
407	Kalvelage, Rev. Ferdinand	534	McWilliams, Samuel Anderson	353	Phillips, George W., Jr.
135	Keep, Albert	497	Mack, Alonzo W.	561	Phillips, John
357	Keith, Abijah	498	Magee, Guy	140	Phillips, N. A.
696	Keith, Edson	78	Magill, Charles J.	87	Pinkerton, Allan
519	Kellogg, A. B.	585	Magill, Jacob C.	137	Porter, Henry H.
480	Kendig, John A. J.	503	Maher, Hugh	457	Porter, William A.
545	Kennicott, Jonathan A.	454	Manierre, George	676	Potter, Orrin W.
560	Kennicott, Mrs. Marie Antoinette	206	Mann, Orrin L.	145	Potter, Thomas J.
514	Kennicott, Robert	654	Marshall, James Augustus	637	Poulson, William E.
577	Kerfoot, William D.	575	Marshall, James Monroe	231	Powell, Edwin
152	Kimball, Abel	533	Martin, William	341	Preston, Josiah W.
595	Kimball, William Wallace	51	Mason, Roswell B.	261	Price, Samuel H.
683	Kimbark, Seneca D.	668	Matson, Newell	77	Prindiville, John
267	Kimberley, John E.	496	Matteson, Andre	152	Purdy, Warren G.
474	King, Rufus	526	Matthei, Philip H.	536	Quales, Niles Theodore
466	King, William H.	472	Mattocks, John	474	Quigg, David
96	Kinney, Joel A.	505	Matz, Otto H.	195	Quirk, Daniel
509	Kinsley, Herbert M.	394	Maynard, William J.	475	Rae, Robert
699	Kirk, James S.	575	Mead, Aaron B.	487	Rand, William H.
139	Kirkman, Marshall M.	692	Mears, Charles	665	Ranney, Henry Collings
419	Kittredge, Rev. Abbott Eliot	692	Mears, Nathan	140	Rattle, Thomas Stuart
575	Knight, John B.	51	Medill, Joseph	493	Ray, Charles H.
461	Knox, Joseph	261	Medill, William H.	345	Raymond, Charles L.
231	Koch, Charles Rudolph Edward	481	Meech, George A.	218	Raymond, Lewis
635	Kozminski (Charles) & Co.	673	Meeker, Arthur Burr	218	Raymond, Samuel B.
635	Kozminski, Charles	139	Mellen, W. S.	139	Redfield, Joseph B.
635	Kozminski, Maurice	472	Merriam, Joseph W.	596	Reed, Alanson
340	Kune, Julian	461	Merrick, Richard T.	596	Reed, Alanson H.
489	Kurz, Louis	109	Mihalotzy, Geza	461	Reed, Charles
443	Lambrecht Rev. Gotthelf	477	Miller, Henry G.	596	Reed, J. Warner
108	Lane, Albert G.	394	Miller, Truman Washington	678	Reissig, Charles
372	Larmine, Samuel H.	580	Mills, Royal Alexander Blaine	585	Reynolds, Joseph Smith
463	Larned, Edwin Channing	475	Mitchell, William L.	597	Rice, John Blake
682	Larrabee, Charles R.	469	Monroe, Henry S.	112	Rice, Mary Eleanor Spencer
403	Lawlor, Rev. Michael J.	646	Montgomery, George W.	151	Riddle, Hugh
584	Lauer, Nicholas A.	511	Moody, Dwight Lyman	267	Riedel, Ernst F.
489	Lawrence, J. F.	641	Moore, James H.	401	Riordan, Rev. Patrick W.
474	Le Moynes, John V.	640	Moore, Silas Milton	146	Ripley, E. P.
81	Leopold, Samuel F.	576	Morcy, Henry C.	638	Roberts, E. P.
679	Letz, Frederick	339	Moran, Patrick	212	Roberts, George W.
333	Lincoln, David H.	345	Morse, Albert	673	Rogers, Edward K., Jr.
469	Lincoln, Robert T.	104	Moseley, Flavel	359	Rogers, Edward K., Jr.
580	Lind, Sylvester	341	Mugridge, Daniel S.	455	Rogers, John Corin
463	Linder, Usher F.	482	Muhke, John H.	459	Rogerson, Joseph
266	Lippert, Lothar	428	Mulfinger, Rev. George L.	404	Roles, Rev. Joseph P.
576	Lister, Walter	195	Mulligan, James A.		

Page	Page
Biographical Mention.	
Rollo, William E.	642
Ross, Joseph P.	536
Roof, Albert E.	682
Root, George F.	593
Rountree, John M.	480
Ryder, Rev. William Henry	441
Sabin, Albert Robbins.	111
St. John, Everette	152
St. John, W. L.	150
Salomon, Edward S.	235
Sargent, E. H.	539
Sargent, Homer Earle	155
Schintz, Theodore	479
Schneider, George	499
Schneidewend, Paul.	489
Schnur, Peter	96
Schoellkopf, Henry	700
Schraeder, Frederick	584
Schraeder, William L.	584
Schumacher, Charles F.	648
Schumacher, Charles F., Jr.	584
Schwartz, Charles.	342
Scott, Joseph R.	187, 190
Scovel, Harry M.	496
Scoville, George	481
Scoville, Hiram H., Sr.	678
Scoville, Hiram H., Jr.	678
Scrapps, John Locke	493
Scutti, Agostino	396
Seeberger, Anthony F.	683
Seeberger, Charles D.	684
Seeley, Thaddeus Pomeroy	529
Sellers, Alfred H.	589
Sexton, James A.	231
Shaller, John	534
Shay, Maurice W.	97
Sheahan, James Washington	494
Sheldon, D. Henry	582
Sheridan, Philip Henry	383
Sherman, Francis Cornwall	503
Sherman, Francis T.	242
Sherman, Oren	517
Sherwood, Henry M.	585
Shipman, George E.	543
Shirley, Thomas	480
Shortall, John G.	587
Shuman, Andrew	491
Simmons, Charles E.	139
Simons Samuel	490
Skeer, John D.	534
Skinner, Nathan A.	156
Slosson, Enos	581
Small, Alvan Edmund	542
Smarius, Rev. Cornelius F.	403
Smith, Charles Gilman	533
Smith, F. C.	146
Smith, Gean	562
Smith, George C.	146
Smith, George T.	356
Smith, George W.	470
Smith, Henry Martyn	498
Smith, Perry H.	136
Smith, Sidney	468
Snowhook, Patrick W.	478
Snydacker, Godfrey	634
Somers, Richard	507
Spencer, Albert T.	82
Spencer, Charles F. A.	82
Spencer, Franklin F.	683
Spring, Charles A., Jr.	689
Stager, Anson	126
Stanford, George W.	473
Starkweather, Charles Robert	662
Stevens, Enoch B.	339
Stickney, William H.	467
Stoekton, Joseph	230
Stone, Horatio O.	574
Storck, Charles	530
Storey, Wilbur F.	495
Storrs, Emery A.	466
Strauss, Samuel	578
Strong, Albert Bliss	538
Strong, James E.	310
Sullivan, Louis H.	566

Page	Page
Biographical Mention.	
Swain, Edgar Denman	545
Swazey, Rev. Arthur	419
Sweet, Benjamin J.	310
Swenie, Denis J.	98
Swett, Leonard	465
Swing, Rev. David.	423
Sykes, James W.	334
Talcott, Mancel	54
Talcott, Mary H.	442
Tallman, Thomas P.	631
Taylor, Reuben	660
Taylor, Ezra	520
Terry, Rev. Patrick	400
Thayer, George H.	139
Thayer, Nathaniel	676
Thomas, Benjamin W.	551
Thomas, B. W.	692
Thomas, Sidney	468
Thomas, William	566
Thompson, J. Fillmore	546
Thompson, John L.	468
Thompson, Mary Harris	547
Thrall, Edward M.	642
Thrall, William Austin	138
Thurston, Ebenezer H.	534
Tobey, Orville H.	339
Tombocken, Henry	529
Tooker, Robert Newton	544
Towner, Henry Augustus	334
Trego, Charles T.	342
Treyser, George A.	613
Tucker, Horace	132
Tucker, Joseph Francis	147
Tuley, Murry F.	466
Turchin, John B.	180
Turner, John Bice	136
Turner, Voluntine C.	121
Tyrell, John A.	575
Upton, George Putman	494
Vallette, Henry Franklin	481
Van Arman, John	468
Van Buren, Augustus	479
Van Buren, Evert	457
Van Doozer, Benjamin Rel	534
Van Inwagen, James	340
Van Osdel, John M.	564
Vocke, William	478
Volk, Leonard Wells	559
Voss, Arno	265
Wade, John	379
Wadsworth, Francis L.	537
Wadsworth, T. W.	148
Waggener, Robert G.	673
Wait, Horatio Loomis	462
Waldron, Rev. John	405
Walker, Henry H.	582
Walker, James M.	145
Walker, Samuel B.	118
Walker, Samuel J.	582
Wallace, I. P.	345
Wallace, Martin R. M.	258
Waller, Henry	477
Walsh, John R.	401
Walsh, William	80
Walworth, Nathan H.	212
Ward, Eber B.	675
Ward, James	106
Ward, James H.	473
Ward, James L.	345
Warren, John B.	78
Warren, Nathan Henry	375
Warren, Robert	340
Waterman, Arba N.	476
Webb, William A.	208
Webster, George	342
Webster, Joseph D.	21
Webhri, Rudolph	584
Weller, F. Montrose	530
Werther, W.	267
West, Byron D.	649
Westergren, Rev. Andrew T.	444
Westergren, Rev. Nels O.	444
Whaling, Mrs. Julia Cone	548
Whaling, William J.	648

Page	Page
Biographical Mention.	
Wheeler, Charles C.	138
Wheeler, Charles W.	375
Wheeler, George Henry	375
Wheeler, Hiram	374
Wheelock, Otis Leonard	565
White, Horace	493
White, Julius	203, 636
Whitehead, Rev. Henry	427
Whitehouse, Rev. Henry John	409
Whitehouse, William Fitzhugh	472
Whiting, David V.	396
Whiting, Fred. G.	83
Wilcox, Erastus	690
Wilcox, Theo. B.	645
Wilkie, Franc B.	496
Williams, Erastus Smith	454
Williams, Frank Benton	113
Williams, Robert A.	92
Wilson, Charles L.	491
Wilson, John M.	456
Wilson, Joseph	79
Wilson, Robert S.	457
Windett, Arthur W.	463
Winston, Frederick Hampden	472
Withrow, Thomas F.	152
Woodard, Willard	106
Woodward, A. W.	545
Work, Henry Clay	593
Wright, Abner M.	332
Wright, George P.	450
Wright, James	450
Wright, Nathaniel T.	339
Wright, R. C.	575
Wright, Robert C., Jr.	576
Wright, John Stephen	573
Younglove, Ira S.	341
Ziegfeld, Florence	592

FIRST THINGS.

Art exposition	556
Art periodical	559
Art Union exhibition	557
Annual dinner at Tremont House	
1858	614
Base-ball tournament, 1867	615
Base-ball Club ("Union")	613
Beef shipment	328
Billiard contest for championship	614, 616
Billiard Hall, 1836	613
Billiard-match, 1858	614
Billiard tournament	614
Board of Public Works	56
Board of Underwriters (Incorporated)	644
Boiler-maker	678
Blast furnace	673
Bridge across main channel	689
Chicago soldier killed	166
"Clarissa" sloop	777
Coal, receipt of	330
Commission sales	328
Elevator, floating	374
European vessel, arrival of	347
Fire insurance agent	535
Grain dryer	334
Grain elevator	564
Grain shipment	330
Grave-digger	448
Health officer	549
Insurance company, foreign	635
Insurance Co., local, chartered	635
Insurance table of rates	639
Iron foundry	677
Lake tunnel	66
Life policy	636
Loss paid, great fire of 1871	653
Lumber cargo	689
Lumber raft	689
Lumber merchant	689
Marine underwriter	636
Music teacher in public schools	106
Ocean steamship agency	82
Orchestra	591
Ordinance fixing street grade	59

Page	MILITARY.	Page	MILITARY.
FIRST THINGS.		War Companies.	
Paid Fire Department, organized..	90	Corcordia Guards	231
Paved street	681	Crosby Guards	235
Pig-iron merchant	673	Doggett Guards	282
Pleasure-boat, 1845	613	Drummond Guards	208
Pleasure-boat for hire, 1855	613	Ellsworth Zouaves	213
Pork-packing in summer	379	Emmett Guards	164
Pork shipment	328	Forsyth Guards	244
Race-course, 1844	613	Fremont Fencibles	213
Railroad time-table	158	Galea & Chicago Union	244
Railroad train for seaboard	146	Garden City Guard	213
Regatta, 1857	614	Glengarry Guards	225
Rolling-mill	674	Hancock Guards	227
Rosehill Cemetery, first interment ..	449	Havelock Guards	228
Rowing regatta	614	Higgins's Light Guard	213
Sailing regatta	614	Highland Guards	164
Salvage corps	640	Hoffman's Dragoons	267
Scotch iron, direct importer of	673	Holden Guards	235
Ship-building	330	"Home Guard" muster-roll	164
Ship-smith	80	Hubbard Guards	235
Steel rail rolled in America	674	Illinois Rangers	164
Stock sales on 'Change	325	Invincible Guards	235
Stove foundry	679	Jackson Guards	164, 191
Street grade established	59, 681	Kimberk Guards	235
Street railway	119	Lincoln Rifles	164, 195
Superintendent of Public Schools	115	McClellan Dragoons	205
Telegraph fire alarm	100	Manierre Rifles	199
The "Skjoldmoen"—smallest vessel that crossed the Atlantic	74	Mathew Light Guard	213
Tunnel under River	64	Milwaukee Railroad	244
Undertaker	448	Montgomery Guards	164, 191
Underwriters, Board of	636	Mulligan Battery	193
Viaduct	57	Mystic Rifles	208
War company organized	162	Nelson Guards	235
Wholesale hardware house	682	O'Mahony Rifles	164, 191
		Phillips's Battery	277
		Roberts' Guards	208
		Robbins' Rifles	208
		Rourke's Battery	167, 193
		Runsey Guards	164
		Scammon Light Infantry	213, 244
		Scripps's Guards	228
		Shepherd Guards	228
		Shields' Guards	164, 191
		Sturges Rifle Corps	164, 195, 213, 258
		Thielmann's Dragoons	267
		Tourtellotte Guards	257
		Tucker Light Guards	213
		Turner Rifles	199
		Underwood Guards	228
		Union Cadets	164, 195
		Union Railroad Guard	213
		Union Rifles	164
		Washington Grenadiers	164
		Washington Light Cavalry	164, 166, 267
		Wentworth Light Infantry	213
		W. R. Arthur Guards	235
		Woodworth Rifles	257
		Yates Light Guard	213
		Yates Phalanx	164, 165
		Zouaves, Cos. "A" to "H"	164
MILITARY.		War Regiments.	
Preliminary Measures.		Ellsworth's Chicago Zouaves	187
First War meeting, Jan. 5, 1861	159	United States Zouave Cadets	169
Second War meeting	160	12th Illinois Infantry, or "State-at- Large"	164, 166, 179
Firing on Sumter	160	23d Illinois Infantry, or "Irish Bri- gade"	165, 166, 190
Clergy preach patriotism	160	24th Illinois Infantry, or "Jager Rifles"	165, 166, 195
"Six Regiment" call	160	37th Illinois Infantry, or "Fremont Rifles"	166, 199
Metropolitan Hall rally	160	39th Illinois Infantry, or "Yates Phalanx"	203
Special Session of Legislature	160	42d Illinois Infantry, 1st Regiment Douglas Brigade	166, 208
General Orders, Nos. 1 and 2	160	51st Illinois Infantry, or "2d Regi- ment Douglas Brigade"	213
		57th Illinois Infantry, or "National Guards"	218
		58th Illinois Infantry, or "McClel- lan Brigade"	221
		65th Illinois Infantry, or the "Scotch Regiment"	225
Ante-War Organizations.		War Regiments.	
Black Jager Rifles	162	67th Illinois Infantry (3 months)...	227
Chicago Hussars	269	69th Illinois Infantry (3 months)...	227
Chicago Light Artillery	161, 269	72d Illinois Infantry, or "First Board-of-Trade"	227
Chicago Light Dragoons	161	82d Illinois Infantry, or "Second Hecker"	231
Chicago Light Guard	161	88th Illinois Infantry, or "Second Board-of-Trade"	235
Emmett Guards	161	89th Illinois Infantry, or "Railroad," ..	244
Highland Guards	161	90th Illinois Infantry, or "Irish Le- gion"	249
Independent Zouaves	162	113th Illinois Infantry, or "Third Board-of-Trade"	252
Montgomery Guards	161	127th Illinois Infantry	257
Shields' Guards	161	132d Illinois Infantry (100-day regi- ment)	258
60th Regiment, I. S. M.	161	134th Illinois Infantry (100-day regi- ment)	258
United States Zouave Cadets	161	8th Illinois Cavalry	259
Washington Grenadiers	162	9th Illinois Cavalry	261
Washington Independent Regiment ..	161	12th Illinois Cavalry	263
Washington Light Cavalry	162	13th Illinois Cavalry	265
Washington Rifles	162	16th Illinois Cavalry	267
		17th Illinois Cavalry	268
		1st Illinois Light Artillery	269
War Companies.		Battles and Skirmishes.	
Anderson Rifles	213	Adairsville	275
Barker's Dragoons, or "Sturges Sharpshooters"	258	Albie Gap	264
Board-of-Trade Battery	167, 278	Alexandria	264
Bolton's Battery	276	Allatoona	178, 220, 268
Bouton's Battery	275	Alpine Station, Va.	204
Bridges' Battery	167, 274	Antietam	259
Bryan Light Guard	213	Arkadelphia, Ark.	266
Chicago Citizen Corps	213	Arkansas Post	252, 257, 271, 273, 283
Chicago Dragoons	164, 166, 265	Atlanta	177, 212, 225, 251, 257, 268, 275, 281.
Chicago Guards	164	Avery'sboro', N. C.	234
Chicago Light Artillery, Battery A. ..	164, 166, 260	Barbour's Cross Roads	260
Chicago Light Artillery, Battery B. ..	164, 166, 271	Bailey's Creek, Va.	206
Chicago Light Guard	164, 213	Bald Knob	250
Chicago Light Infantry	164	Barnesville	259
Chicago Mercantile Battery	167, 282, 348	Battery Gregg, S. C.	205
Chicago Tigers	164	Bayou Cache	265
Colvin's Battery	276	Bayou Metre	266
		Belmont, Mo.	271
		Benton	277
		Bentonville, N. C.	221, 234, 250, 257
		Berkeley Springs, Va.	204
		Bermuda Hundred, Va.	206
		Beverly, Va.	265
		Beverly Ford	260, 264
		Big Black	283
		Black Water, Va.	205
		Blountsville	278
		Blue Springs	278
		Boonsboro'	259, 260
		Brazos Santiago	202
		Brice's Cross Roads	254
		Brownsville	266
		Buckhannon	265
		Bunker Hill, Va.	263
		Burnt Hickory	268
		Buzzard's Roost	186, 199, 239
		Camden, Ark.	266
		Campbellville, Tenn.	262
		Canton, Miss.	277
		Carter's Station	278
		Cave Spring	221
		Cedar Creek	194
		Cemetery Hill	232
		Chalk Bluffs	202
		Champion Hill	228, 257, 283
		Chapin's Farm, Va.	206
		Chaplin Hills	197
		Chattanooga	182, 315
		Cherokee	219
		Chester Gap	260
		Chickamauga	185, 187, 198, 215, 246, 274.
		Chickasaw Bayou	252, 257, 271, 273
		Clarkson, Mo.	228
		Clinton, Miss.	277

MILITARY.	Page
<i>Battles and Skirmishes.</i>	
Coldwater, Miss.	250, 262
Columbia	248, 275
Corinth	174, 219
Crawfish Springs	280
Dallas	176, 250, 257, 271, 273, 280
Dalton, Ga.	199, 268
Dandridge, Tenn.	261
Darbytown Road, Va.	206
Darkesville, Va.	263, 277
Davis's Cross Roads	185, 187
Decatur	280
Deep Bottom Creek, Va.	206
Drury's Bluff, Va.	205
Duck River	226, 240, 268
Dug Gap	198, 274
Dumfries' Station	264
Eastport, Miss.	254
Elkhorn Tavern	201
Elk River, Tenn.	280
Ezra Church	177, 226, 251
Fairburn	281
Fairmount	193
Fair Oaks	259
Falling Waters	260, 264
Farmington, Miss.	209, 213, 280
Fayetteville, Ark.	201
Fayetteville, N. C.	257
Fisher's Hill	194
Folly Island, S. C.	205
Fort Anderson, N. C.	226
Fort Blakely, Ala.	202, 225, 230
Fort DeRussy	223
Fort Donelson. 166, 172, 218, 222, 270, 272.	
Fort Gregg, Va.	194, 195, 206
Fort McAllister, Ga.	251
Fort Wayne, S. C.	205
Franklin, Tenn.	212, 217, 226, 229, 241, 248, 262, 275.
Franklin, Va.	205
Fredericksburg, Va.	232
Fredericktown	271
Funktown	260
Gadsden	251
Gaines's Mill	259
Gettysburg, Penn.	232, 260, 264
Gladesville, Va.	278
Gleasonville	277
Gordon's Mills	237
Grand Coteau	286
Greenland Gap	193
Grenada, Miss.	262
Guntown, Miss.	262
Harper's Ferry	225
Harrison, Mo.	268
Hatcher's Run	194
Hoover's Gap	198
Horn Lake Creek	228
Hurricane Creek	262
Island No. 10.	208
Jackson, Miss.	277
Jenkins's Ferry	266
Jonesboro, Ga.	240, 251, 268, 278, 281
Jonesville	268
Kenesaw Mountain. 176, 199, 211, 216, 239, 248, 257, 268, 271, 273, 275, 280.	
Kernstown	194
Knoxville, Tenn.	225, 278
LaFayette	274
Lake Chicot	224
Lawrenceburg	244
Leetown, Ark.	200
Lexington, Mo.	192
Liberty, Miss.	264
Liberty Gap	245
Little Missouri River	266
Little Washington	260
Lost Mountain	233
Lovejoy's Station	240, 281
Luray Valley, Va.	204
McMinnville	280
Magnolia Church	283
Malvern Hill, Va.	205, 259

MILITARY.	Page
<i>Battles and Skirmishes.</i>	
Mansfield	223, 286
"March to the Sea"	234, 257
Marietta	268
Martinsburg, Va.	259
Mayfield, Ky.	223
Mechanicsville	259
Meridian, (Miss.) raid.	223
Mission Ridge. 186, 199, 211, 215, 233, 238, 247, 250, 257, 271, 273, 274, 276.	
Monocacy Church	259
Moorefield	194
Moscow, Tenn.	262
Mount Ivy, Miss.	262
Murfreesboro'. 167, 184, 198, 209, 214, 236, 279.	
Nashville, Tenn.	212, 224, 226, 230, 248, 262, 275, 276, 279.
Natchez, Miss.	229
New Hope Church. 211, 216, 233, 248, 275.	
New Market	259
Nickajack Creek	273
Noses Creek	225, 233
Ogeechee River, Ga.	251
Okaloama, Miss.	262, 266
Old Town Creek	262
Olley's Creek	226
Opequan Creek	194
Orchard Knob. 211, 233, 238, 247, 274.	
Oxford raid	224, 262
Pea Ridge	200
Peach Tree Creek. 217, 233, 240, 248, 268, 275.	
Pensacola, Fla.	202
Perryville, Ky.	236, 279
Petersburg	194
Phillippi, Va.	193, 265
Philomonte	260
Pilot Knob, Mo.	268
Pine Mountain	232, 275, 280
Pittsburg Landing. 166, 172, 218, 222, 276.	
Poney Mountain	260
Poolville	259
Port Republic, Va.	205
Prairie du Anne	266
Prairie Grove, Ark.	201
Pumpkin Vine Creek	233
Raccoon Ford	260
Rapidan	264
Rappahannock	260
Resaca. 175, 187, 199, 211, 216, 220, 233, 239, 248, 250, 257, 268, 271, 273, 280.	
Rich Mountain	265
Rocky Face	211, 215, 239, 248, 275
Rome Cross Roads	175, 220
Russell's Gap	232
Russel's House	273, 276
Sabine Cross Roads	223, 286
Sandy River	225
Salem, Miss.	262
Selma, Ala.	281
Seven Pines.	259
Shiloh	166, 218, 270, 272
Shoal Creek	262
South Mountain	259
Spanish Fort	224, 230
Spring Hill, Tenn.	212, 215, 275
Stevensburg	204
Stevens's Gap	210
Stewart's Plantation	262
Stone River	167, 184, 210, 245
Strasburg, Va.	194, 204
Sugar Loaf Mountain	259
Sunflower	253
Tiptonville	213
Town Creek	219
Tunnel Hill	250
Tunstall Station	264
Tupelo, Miss.	224, 262
Tusculum Bridge	209
Union City, Tenn.	223
Uniontown	260

MILITARY.	Page
<i>Battles and Skirmishes.</i>	
Upperville	260
Utoy Creek	226
Varnell's Station, Ga.	268
Vicksburg. 202, 220, 253, 257, 271, 273, 277, 283.	
Waddell's Plantation	262
Wauhatchie	232
Westminster	260
West Point	262
Wier Bottom Church, Va.	205
Williamsport	260, 264
Woodridge's Hill, Va.	205
Wyatt, Miss.	262
Yazoo	202
Yellow Bayou	224
Zollicoffer	278
Zurich, Va.	205
<i>Dead.</i>	
Adams, Charles S.	297
Adams, Robert D.	291
Anderson, Matthew	186
Arnold, D. E.	210
Babst, Frederick	293
Bacon, Ebenezer	228, 292
Bacon, Matthew	229
Ballard, Joshua S.	237, 293, 351
Barr, Joseph W.	286
Beaufort, Francis	298
Bechstein, Frederick	293
Beckers, Oscar E.	166
Beidelman, Alexander	273
Bellows, George L.	215, 291
Benson, O. M.	210
Berry, Joseph H.	295
Bingham, Henry W.	238, 294
Bishop, William	274, 288
Blaisdell, Timothy M.	273, 298
Blake, Charles B.	277
Blake, Herbert M.	246, 249, 294
Blood, Henry S.	291
Bowen, T. C.	210
Bradley, Luther P.	217
Brastem, Charles M.	181
Briedert, Charles	195
Brosch, Joseph	198
Brook, Henry J.	238
Bross, John A.	243, 295
Brown, Edward H.	290
Browne, George L.	229
Brownell, Seely	294
Buck, Henry A.	215, 291
Burt, C. T.	210
Calling, Charles H.	181
Carpenter, G. J.	210
Carson, Eli	210
Carter, Gale	260
Carver, Augustus H.	279
Chalmers, John	293
Chandler, George W.	242, 244, 293
Chapman, C. P.	210
Clark, Leroy	170
Cleneswack, Desire	186
Cliff, Thomas	195, 289
Coatsworth, George	237, 293
Conlee, Edward	192
Connant, Augustus H.	268
Conway, James J.	254, 294
Cool, Benjamin S.	236
Correll, S. S.	236
Crane, George	282
Cummings, F.	192
Curran, Frank	192
Darr, John	236
Davis, Nathan E.	290
Davis, William H.	236
DeCosta, Charles W.	282
Derby, Levi	230
D'Wolf, William	274, 410
Dielman, Jacob	273
Dill, James H.	245, 284
Dodd, Samuel	282
Doggett, Theodore M.	219, 291
Drenlancy John	192
Duplany, B.	236

MILITARY. <i>Dead.</i>	Page	MILITARY. <i>Dead.</i>	Page	MILITARY. <i>Dead.</i>	Page
Earl, John.....	273	Mauss, Louis.....	290	Titskey, Frederick.....	210
Eisenhart, William.....	239	Medill, William H.....	260, 261, 296	Tole, Urias.....	229
Emory, William E.....	210	Metcalf, Frederick W.....	186	Tracy, Simon P.....	277
Everett, Charles W.....	272	Mick, Samuel H.....	236	Tucker, Lansing B.....	292
Fellows, Albert W.....	206	Mihalotzy, Geza.....	289	Wager, Henry B.....	170, 288
Fields, Edward C.....	282	Millering, Henry.....	236	Walker, A. A.....	229
Figu, Michael.....	229	Minnick, John.....	210	Walker, J. D.....	205
Finnerty, James.....	229	Montgomery, Ezra A.....	211	Wallace, James S.....	282
Finney, Andrew.....	279	Moody, Otis.....	291	Warner, Benjamin B.....	273
Fitzgerald, Patrick.....	192	Moore, H. W. P.....	229	Warner, Charles J.....	186
French, Henry D.....	292	Moore, Thomas A.....	185	Waterman, George I.....	217
Frome, Frank M.....	410	Mowry, Henry C.....	229, 292	Watson, Thomas.....	229
Gallagher, John.....	192	Mulligan, James A.....	194, 289	Weaver, Abram.....	236
Garrett, C. G.....	229	Mulligan, William.....	192	Webb, William A.....	208, 290
Gibson, John P. D.....	293	Mustard, John.....	273	White, George T.....	282
Gordon, James.....	229	Naugle, William.....	229	Wightman, James.....	205
Gould, George.....	186	Nelson, P. J.....	229	Wilder, Charles J.....	290
Grenahan, Michael.....	192	Newell, Douglas K.....	273	Wiley, William H.....	279
Griffin, Daniel W.....	186	Noble, David.....	181	Wittern, Benjamin.....	192
Griswald, Joseph P.....	236	Noel, Joseph.....	193	Wood, Peter Preston.....	410
Gullich, Thomas F. W.....	236	Northrup, A. J.....	210	Woodruff, Joseph.....	205
Haddock, Samuel.....	236	Norton, David W.....	290	Works, W. W.....	229
Hall, Duncan J.....	247, 249, 216	Nugent, James.....	289	Wright, Joseph C.....	229, 292, 351
Hall, Henry W.....	216	O'Connor, James.....	236	Wygant, Thomas.....	282
Hall, J.....	210	O'Dwyer, Edward.....	195	<i>Aid Associations, etc.</i>	
Hall, John A.....	211	O'Meara, Timothy.....	250	Anti-scorbutics, shipments of.....	319
Handt, Peter.....	198	O'Sullivan, Timothy.....	186	Board of Trade.....	166, 317, 336, 337, 346
Hanley, T.....	182	Odell.....	229	Camp Douglas Hospital Aid Society.....	324
Harding, Scepter T.....	229	Orchard, Thomas.....	410	Christian Commission.....	166
Harrington, Charles L.....	273	Owens, William F.....	226	Christian Commission, Northwes-	
Harrison, C. N.....	210	Patterson, William.....	186	tern Branch.....	322, 323
Hartman, Frederick.....	198	Pease, Ira A.....	185	Common Council.....	317
Harvey, John P.....	296	Pemberton, Thomas.....	186	Council of Women from Northwes-	
Helm, George.....	236	Peters, John.....	236	tern States.....	320
Henrotin, Henry.....	273	Pettit, Charles.....	229	Female Army Nurses.....	314
Hill, Andrew.....	192	Pfeif, Louis W.....	222	Ladies' Loyal League.....	324
Holmes, Devillo L.....	185	Pomeroy, Richard.....	292	Ladies' Relief Society.....	324
Holton, Fred. M.....	236	Price, Samuel H.....	296	Ladies' Sewing hall.....	314
Hopkins, Albert.....	229	Prior, Edwin C.....	292	Ladies' War Committee.....	167
Hosmer, Charles H.....	410	Putnam, Israel.....	193	Ladies' War Fund Association.....	167
Hoyt, Abraham.....	229	Raffen, Alexander W.....	288	Loyal Leagues.....	167
Hubbard, Louis DeKoven.....	410	Ransom, Porter A.....	292	Mercantile Association.....	166, 346, 348
Humbert, M. W.....	229	Reynolds, W.....	210	Protestant Female Nurse Associ-	
Hurlbut, Frederick J.....	291	Rice, William H.....	247, 249, 290	ation.....	315
Johnson, John.....	236	Roberts, George W.....	210, 212, 290	Relief Associations.....	165, 166
James Edward A.....	277, 299	Roman, John.....	236	Relief Work.....	314
Jeffrey, A.....	210	Roth, Adam.....	229	Sanitary Commission.....	166, 315, 321, 323
Johnson, Alfred O.....	211, 290	Rowell, Henry L.....	247, 249, 294	Sanitary Fair, First.....	320, 323
Johnson, Frederick.....	273	Rudd, O. F.....	206	Sanitary Fair, Second.....	322, 323
Johnson, John.....	236	Russell, Edward Hanson.....	410	Sanitary Fair.....	557
Jones, William, Jr.....	277	Russell, Thomas.....	229	Soldiers' Home.....	166, 167, 310, 311, 322
Joubert, D.....	282	Rutishauser, Karl A.....	222	Soldiers' Rest.....	167, 312
Kane, Edwin A.....	229	Sauer, Hermann.....	236	Soldiers' Monument.....	362
Keith, John S.....	214, 291	Schaumbek, Frederick.....	268, 297	Soup-houses.....	167, 324
Kelley, James.....	186	Scott, Joseph R.....	184	Steamer "City of Memphis".....	316
Kelley, Masten.....	181	Seborn, Franklin.....	275, 298	Steamer "Louisiana".....	317
Kingsley, George A.....	273	Shepley, Charles H.....	288	Steamer "Patton".....	317
Kinsman, Charles.....	273	Silex, William R.....	238	Steamer "Ruth".....	319
Kinzie, John Harris.....	410	Simmons, Albert C.....	215	Steamer "Silver Wave".....	319
Kirchner, Carl.....	198	Sinclair, George.....	246	Steamer "Tigress".....	317
Kurash, John.....	229	Skinner, Richard.....	410	Union Defense Committee.....	167, 315
Lane, Charles H.....	238, 293	Slayton, John H.....	214	War Fund Committee.....	167
Larrabee, Lucius Sherman.....	410	Small, Edwin.....	292	Woman's Central Association, Chi-	
Leaback, Stephen C.....	181	Smirnoff, Alexander.....	166	cago Branch.....	314
Leighton, James.....	211	Smith, A.....	210	Woman's Council.....	318
Lester, Thomas T.....	216, 291	Smith, George C.....	211, 290	Young Men's Association.....	167
Lettman, Julius.....	210, 290	Snow, Martin V. B.....	282	Young Men's Christian Association.....	166, 336, 348
Lippert, Luthar.....	266, 297	Spink, John W.....	247, 249, 294	<i>Various Items.</i>	
Logan, Hugh T.....	236	Stagg, John S.....	279	Cairo garrisoned.....	163, 170
Lovell, Christopher.....	229	Stark, Ferdinand.....	253	Cook County's money contributions.....	168
Lyford, Eugene A.....	236	Steffens, August.....	198	Cook County's soldiers.....	168
Lytle, William H.....	237	Stephens, William.....	230	Citizens arm and equip volunteers.....	162
McBride, Ora.....	273	Strang, Stephen.....	186	Chicago companies, assignment of,	
McCarthy.....	192	Stranberg, John.....	273	under first three-year call.....	164
McCormick, Archibald L.....	216	Sturtevant, George.....	214	Chicago companies join Missouri and	
McCracken, Robert.....	185	Swain, Frederick.....	253	Kansas reinforcements.....	165
McDonald, James.....	186	Taber, John.....	186	Draft of 1864.....	167, 168
McNtry, David.....	192	Temple, Daniel.....	229	Douglas Brigade.....	166
McMurray, Francis.....	191, 289	Thersan, John.....	210	President calls for 42,032 three-year	
Maager, Charles.....	224	Thomas, Calvin H.....	217	Volunteers.....	164
Malloy, Thomas.....	225	Thompson, Frederick.....	273	"Ten-Regiment Bill".....	164
Mansfield, Matthew.....	214	Throop, George.....	286	War Finance Committee.....	165
Martin, George D.....	214	Tiffany, Lyssander.....	289		
Mattocks, M.....	210	Tilton, Albert M.....	217		

ILLUSTRATIONS.

	Page		Page		Page
Chicago	Frontispiece	Grace Episcopal Church	411	Clark and Washington streets, ruins	720
Map of City Limits	49	First Presbyterian Church	416	Lake and State streets	722
Dearborn and Madison streets	53	Second Presbyterian Church and ruins	417	Lake and State streets, ruins	723
John R. Walsh's store	53	North Presbyterian Church, ruins	419	View on Michigan Avenue	724
Clark and South Water streets	57	Methodist Church Block	423	Lake and Clark streets, ruins	726
Wolf Point in 1870	59	Methodist Church Block, ruins	424	D. B. Fisk's ruins	727
Rush-street bridge	61	Grace Methodist Church, ruins	425	Terrace Row	738
Clark-street bridge	62	New England Church	429	Tremont House, after fire	739
Randolph and Lake-street bridges	63	New England Church, ruins	429	Wright's Livery Stable	740
Washington-street tunnel	64	Plymouth Church, site of	430	Rumsey's residence	740
State-street bridge	64	First Baptist Church	435	Rumsey's residence, ruins	741
Court House in 1871	65	Second Baptist Church	437	Waterworks Tower	742
Court House, interior, ruin	66	Unity Church and ruins	440	Lill & Diversy's brewery, ruins	743
Court House, exterior, ruin	67	St. Paul's Univ. Church and ruins	441	State and Indiana streets, ruins	744
Crib, being built	68	Bookseller's Row and ruins	484	M. D. Ogden's residence	745
Waterworks Building	69	Lakeside Building, ruins	486	McCormick's residence, ruins	747
Chicago Harbor, 1870	72	Culver, Page & Hoyne's building	487	Clark-street bridge, looking north	749
Light-house	81	Tribune Building and ruins	492	Map of City and Burned District	751
Sign-Board Raid	85	Sherman House	502	E. B. McCagg's residence and ruins	752
Michigan Avenue and Lake Front	86	Adams House	504	Lind Block	753
Haven School	107	Adams House, ruins	504	Bronze statue, remains of	758
Franklin School, ruins	110	Bigelow Hotel, ruins	507	Chicago after the great conflagration	758-59
Dearborn Park	117	Palmer's Hotel	509	Safes on Dearborn street	759
Chicago City Railway Co.'s ticket	120	Grand Pacific Hotel, ruins	509	Certificate	761
LaSalle Street, from Court House	122	Historical Society, ruins	514	First Congregational Church	762
Barracks and Lake House	124	The Great Telescope	516	Police Badge	763
Wigwam Building	126	Observatory, Chic. Astronomical Soc.	516	Proclamation, fac simile of	764
Illinois Central depot-grounds	128	Rush Medical College	521	Railroad Pass, fac simile	767
"Rocket" locomotive	131	Rush Medical College, ruins	522	Magdalene Hospital, ruins	773
Old Galena Depot	133	Chicago Medical College	531	Church of New Jerusalem, ruins	774
Old Locomotive	138	Mercy Hospital	537		
Old Locomotive	142	Hahnemann College	541		
Old Locomotive	143	Lincoln Mask	557		
Old Locomotive	147	Academy of Design	558		
Lake Shore Depot	153	Field, Leiter & Co's Building	563		
Pullman's offices and ruins	157	Honoré Building	564		
Time-table, Galena R. R.	158	Honoré Building, ruins	565		
Newspapers, reproduction of	171	Drake Block and ruins	574		
Newspapers, reproduction of	183	Young America Hotel and Rice's Theater	596		
Newspapers, reproduction of	207	McVicker's Theater	598		
Newspapers, reproduction of	255	Crosby's Opera House	603		
Newspapers, reproduction of	256	Crosby's Opera House, ruins	607		
Newspapers, reproduction of	285	Alken's Museum and ruins	608		
Newspapers, reproduction of	286	Dearborn Theater	611		
Armory and Gas-Works	287	Exchange Bank	619		
Camp Douglas	300	Union National Bank Building	620		
Camp Douglas	301	First National Bank and ruins	626		
Soldiers' Home	311	"Bee Hive" Bank	628		
Philo Carpenter's residence	324	Second National Bank, ruins	629		
First Shipment of Grain	329	Fifth National Bank, ruins	630		
South Water Street	333	Marine Bank, ruins	632		
Clark and Randolph streets	351	Republic Life Building	637		
Clark and Randolph streets, ruins	352	Republic Life Building, ruins	637		
Chamber of Commerce	358	Republic Life Building, ruins	642		
Chamber of Commerce, ruins	369	Insurance Building, ruins	651		
Chamber of Commerce, ruins	385	Phenix Insurance Receipt	663		
Post-office	387	Blaney Hall	670		
Post-office, exterior, ruins of	388	Trinity Episcopal Church	671		
Post-office, interior, ruins of	389	Trinity Episcopal Church, ruins	671		
Post-office after Fire	393	Collins & Burgie, works, 1857	680		
Marine Hospital	401	Collins & Burgie, works, 1885	681		
Holy Family, Church of	402	McCormick's First Reaper	685		
Holy Family, Parochial School of	404	McCormick Improved Reaper	685		
Cathedral Holy Name	404	McCormick's Works	687		
Cathedral Holy Name, ruins of	405	Map of Burned District	706		
St. Michael's Cathedral	405	O'Leary's Barn	708		
St. Michael's Cathedral, ruins	405	Map of boundary of fire	714		
St. Joseph's Church, ruins	409	Lamp, found after fire	715		
St. James Episcopal Church	410	Map of original site of fire	717		
St. James Episcopal Church, ruins					

PORTRAITS.

J. V. Z. Blaney	523
L. D. Boone	527
William Bross	493
William H. Byford	525
Rev. A. Damen	403
N. S. Davis	524
J. Dyhrenfurth	592
G. W. Dole	327
S. A. Douglas	304
Bishop Duggan	398
Rev. D. Dunne	340
E. E. Ellsworth	190
Robert Fergus	485
Justin Hayes	548
L. D. Hoard	588
Thomas Hoyne	463
Samuel J. Jones	552
William H. King	480
John A. Logan	160
Reuben Ludlam	542
Georges Manierre	454
C. H. McCormick	687
J. H. McVicker	597
Colonel Mulligan and Staff	191
Rev. William Quarter	399
J. B. Rice	597
J. P. Ross	536
Julian S. Rumsey	628
D. S. Smith	541
Geo. Smith	617
Perry H. Smith	136
F. F. Spencer	683
Rev. Luther Stone	434
J. B. Turchin	181
James H. Ward	473
J. D. Webster	721

MAP OF CHICAGO.

SHOWING THE EXTENSIONS OF THE CITY LIMITS.

PURPLE shows Original Town, incorporated February 11, 1835.

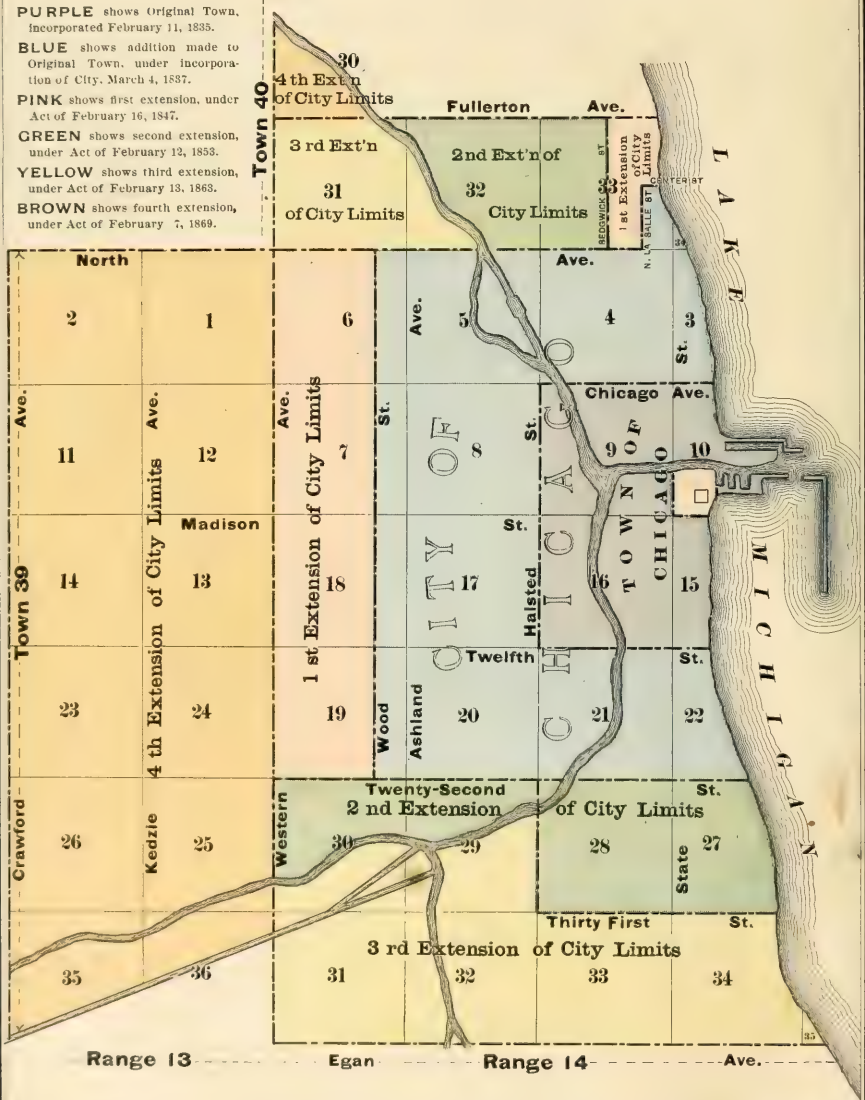
BLUE shows addition made to Original Town, under incorporation of City, March 4, 1837.

PINK shows first extension, under Act of February 16, 1847.

GREEN shows second extension, under Act of February 12, 1853.

YELLOW shows third extension, under Act of February 13, 1863.

BROWN shows fourth extension, under Act of February 7, 1869.



HISTORY OF CHICAGO.

CORPORATE HISTORY.

THE CORPORATION.

MUNICIPAL CHANGES.—From 1857 to 1871, inclusive, occurred several important changes in the municipal government. In February, 1861, by an amendatory act of the charter, the office of City Marshal was abolished after March 4, 1862, and the Board of Public Works created. The latter body was to assume all the functions heretofore pertaining to the Water, Street and Sewerage Commissioners. At the same time was established the Board of Police, to consist of three commissioners chosen from the three divisions of the city. The first commissioner of the board was to be chosen at the general municipal election in 1863.

The city was divided into sixteen wards by the revised charter of February, 1863, and its limits made to include Bridgeport and Holstein, the line being carried one mile further south. At the same time, all of that territory north of the Chicago River and east of the North Branch was constituted the North Division of the city; all south of the main river and south and east of the South Branch, and of the Illinois and Michigan Canal, the South Division; while the district lying west of the North and South branches of the river, and of the canal was made the West Division. The South Division included six wards, the West Division, nine, and the North Division, five. By acts of February 27 and March 10, 1869, the present city limits were fixed, the territory added to that of 1863, being the district on the west, including the tract lying north of the canal, east of Crawford Avenue and south of North Avenue. The city limits now embrace an area of thirty-five square miles.

The map on opposite page will give a clear idea of the growth of the corporate territory.

In March, 1869, the time for holding the municipal election was changed from April to November. In April, 1875, the City of Chicago was newly incorporated, under the general law, and molded into its present shape.

ROSTER FROM 1858 TO 1872.—1858—Mayor, John C. Haines; City Clerk, H. Kreismann; City Attorney, Elliott Anthony; City Treasurer, Charles N. Holden; Aldermen, by wards: (1) James Long, William Bross; (2) Charles H. Abbott, O. Kendall (Smith McClevey elected to fill vacancy caused by resignation of Mr. Kendall); (3) Levi J. North, Hiram Joy; (4) Samuel Myers, J. M. Kennedy; (5) Jasper D. Ward, Artemus Carter; (6) John Von Horn, George Sitts; (7) Henry Wendt, John Dunlap; (8) Andrew Wright, Christian Wahl; (9) Benjamin Carpenter, Philip Conley; (10) Andrew Enzenbacher, Dennis Coughlin.

1859—Mayor, John C. Haines; City Clerk, H. Kreismann; City Attorney, George F. Crocker; City Treasurer, Alonzo Harvey; Aldermen, by wards: (1) J. K. Botsford, James Long; (2) Jacob

Harris, Charles H. Abbott; (3) Fernando Jones, Levi J. North; (4) J. M. Kennedy, Samuel Myers; (5) L. B. Taft, Jasper D. Ward; (6) C. A. Reno, John Von Horn; (7) John Alston, Henry Wendt; (8) C. Wahl, Andrew Wright; (9) J. A. Huck, Benjamin Carpenter; (10) John Comiskey, Andrew Enzenbacher.

1860—Mayor, John Wentworth; City Clerk, Abraham Kohn; City Attorney, John Lyle King; City Treasurer, Alonzo Harvey (Charles H. Hunt appointed, December 24, to fill vacancy caused by Mr. Harvey's resignation); Aldermen, by wards: (1) William Colby, J. K. Botsford; (2) James M. Marshall, Jacob Harris; (3) Hiram Joy, Fernando Jones; (4) Samuel Myers, J. M. Kennedy; (5) Robert H. Foss, L. B. Taft; (6) James W. Cobb, C. A. Reno; (7) Gurdon S. Hubbard, John Alston; (8) Redmond Prindiville, C. Wahl; (9) Gurdon Perkins, J. A. Huck; (10) Malcolm McDonald, John Comiskey.

1861—Mayor, Julian S. Rumsey; City Clerk, A. J. Marble; City Attorney, Ira W. Buel; City Treasurer, William H. Rice; Aldermen, by wards: (1) J. K. Botsford, William Colby; (2) J. Q. Hoyt, James M. Marshall; (3) A. D. Titsworth, Hiram Joy; (4) William Baragwanath, Samuel Myers; (5) C. C. P. Holden, Robert H. Foss; (6) Edward S. Salomon, James W. Cobb; (7) Alonzo Harvey (Andrew Harvey was first declared elected, but the Council afterwards reconsidered their action and Alonzo Harvey was declared chosen June 17), Gurdon S. Hubbard; (8) W. G. White, Redmond Prindiville; (9) Robert Law, Gurdon Perkins; (10) John Comiskey, Malcolm McDonald.

1862—Mayor, F. C. Sherman; City Clerk, A. J. Marble; City Attorney, George A. Meech; City Treasurer, William H. Rice (F. H. Cutting elected, but failed to qualify, and new bond filed by Mr. Rice, in possession of the office); Aldermen, by wards: (1) John T. Edwards, J. K. Botsford; (2) Peter Shimp, J. Q. Hoyt; (3) James A. Hahn, A. D. Titsworth; (4) Andrew Schall, William Baragwanath; (5) William A. Groves, C. C. P. Holden; (6) Francis C. Brown, Edward S. Salomon; (7) James Conlan, Alonzo Harvey; (8) Charles L. Woodman, W. G. White; (9) William T. Shufeldt, Robert Law; (10) Redmond Sheridan, John Comiskey.

1863—Mayor, F. C. Sherman; City Clerk, H. W. Zimmerman; City Attorney, Francis Adams; City Treasurer, David A. Gage; Aldermen, by Wards: (1) James A. Hahn, Andrew Schall; (2) A. D. Titsworth, Peter Shimp; (3) James H. Roberts, Stephen Barrett; (4) Benjamin E. Gallup, John T. Edwards; (5) Constantine Kann, Mark Sheridan; (6) David Walsh, Malcolm McDonald; (7) James E. Abbott, John Comiskey; (8) Richard Clark, Redmond Sheridan, (Francis J. Ullbricht elected to fill vacancy caused by Mr. Sheridan's resignation); (9) Mancel Talcott, Francis C. Brown; (10) George Himrod, C. C. P. Holden; (11) George Von Hollen, L. L. Bond; (12) William Gastfield, Christian Casselman; (13) John M. Armstrong, David Aleckner; (14) Valentine Ruh, Anton Hottinger; (15) Michael Sullivan, James Conlan; (16) William T. Shufeldt, C. L. Woodman.

1864—Mayor, F. C. Sherman; City Clerk, Henry W. Zimmerman; City Attorney, Francis Adams; City Treasurer, David A. Gage; Aldermen, by Wards: (1) George W. Gage, Charles D. Peacock; (2) Peter Shimp, A. D. Titsworth; (3) Stephen Barrett, James H. Roberts; (4) Samuel McRoy, Benjamin E. Gallup; (5) Mark Sheridan, Constantine Kann; (6) John Wallwork, David Walsh; (7) Joseph Sherwin, John Comiskey; (8) Patrick Rafferty, Richard Clark; (9) Willard Woodard, Mancel Talcott; (10) C. C. P. Holden, George Himrod; (11) Lester L. Bond, George Von Hollen; (12) Nathaniel W. Huntley, William Gastfield; (13) Mathias Franzien, John M. Armstrong; (14) A. Hottinger, Valentine Ruh; (15) Iver Lawson, Michael Sullivan; (16) Charles L. Woodman, James J. O'Sullivan.

1865—Mayor, John B. Rice; City Clerk, Albert H. Bodman; City Attorney, Daniel D. Driscoll; City Treasurer, A. G. Throop; Aldermen, by Wards: (1) Joshua C. Knickerbocker, George W. Gage; (2) William H. Carter, Peter Shimp; (3) Charles G. Wicker; Stephen Barrett; (4) H. M. Willmarth, Samuel McRoy; (5) Constantine Kann, Mark Sheridan; (6) Thomas C. Hatch, John Wallwork; (7) Avery Moore, Joseph Sherwin; (8) M. L. Frisbee, Patrick Rafferty; (9) Mancel Talcott, Willard Woodard; (10) Edward Bixby, C. C. P. Holden; (11) S. I. Russell, Lester L. Bond; (12) William Gastfield, Nathaniel W. Huntley; (13) L. Proudfoot, Mathias Franzen; (14) Valentine Ruh, A. Hottinger; (15) Samuel Shackford, Iver Lawson; (16) Robert Clark, Charles L. Woodman.

1866—Mayor, John B. Rice; City Clerk, A. H. Bodman; City Attorney, D. D. Driscoll; City Treasurer, A. G. Throop; Aldermen, by Wards: (1) William Cox, J. C. Knickerbocker; (2) Calvin DeWolf, William H. Carter; (3) Stephen Barrett, Charles G. Wicker; (4) Allen C. Calkins, H. M. Willmarth; (5) M. Finucan, Constantine Kann; (6) John Wallwork, Thomas C. Hatch; (7) Max Schuler, Avery Moore; (8) Patrick Rafferty, M. L. Frisbee; (9) Willard Woodard, Mancel Talcott; (10) C. C. P. Holden, Edward Bixby; (11) Henry Ackhoff, S. I. Russell; (12) N. W. Huntley, William Gastfield; (13) M. Franzen, L. Proudfoot; (14) Robert Engel, Valentine Ruh; (15) Iver Lawson; Samuel Shackford; (16) J. J. O'Sullivan (Michael O'Sullivan elected to fill vacancy caused by the resignation of J. J. O'Sullivan), Robert Clark.

1867—Mayor, John B. Rice; City Clerk, A. H. Bodman; City Attorney, Hasbrouck Davis; City Treasurer, William F. Wentworth; Aldermen, by Wards: (1) Joshua C. Knickerbocker, William Cox; (2) Arthur Dixon, Calvin DeWolf; (3) Charles G. Wicker, Stephen Barrett; (4) Samuel McRoy, Allen C. Calkins; (5) John Raber, M. Finucan; (6) David Walsh, John Wallwork; (7) John MacAllister, Max Schuler; (8) John Comiskey, Patrick Rafferty; (9) John H. Carpenter, Willard Woodard; (10) Edmund Bixby (died December 5, 1867); C. C. P. Holden; (11) S. I. Russell, Henry Ackhoff; (12) C. J. Casselman, N. W. Huntley (John Buehler elected to fill vacancy caused by Mr. Huntley's resignation); (13) George T. Beebe, M. Franzen; (14) Theodore Schintz, Robert Engel (resigned December 2); (15) Samuel Shackford, Iver Lawson; (16) George B. Mansur, M. O'Sullivan.

1868—Mayor, John B. Rice; City Clerk, A. H. Bodman; City Attorney, Hasbrouck Davis; City Treasurer, W. F. Wentworth; Aldermen, by Wards: (1) William Cox, Joshua C. Knickerbocker; (2) P. M. Donnellan, Arthur Dixon; (3) Stephen Barrett (Mr. Barrett died May 21 and James A. Hahn elected to fill vacancy); Charles G. Wicker; (4) A. C. Calkins, Samuel McRoy; (5) Mark Sheridan, John Raber; (6) Michael Keeley, David Walsh; (7) James H. Hildreth, John MacAllister; (8) Patrick Rafferty, John Comiskey; (9) Willard Woodard, John H. Carpenter; (10) C. C. P. Holden, Alvin Salisbury; (11) B. F. Russell, S. I. Russell; (12) John Buehler, C. J. Casselman; (13) K. G. Schmidt, George T. Beebe; (14) Louis A. Berger, Theodore Schintz; (15) John Herting, Samuel Shackford; (16) Edward Kehoe, George B. Mansur.

1869—Mayor, John B. Rice; City Clerk, A. H. Bodman; City Attorney, Hasbrouck Davis; City Treasurer, W. F. Wentworth; Aldermen, by Wards: (1) William Cox, Joshua C. Knickerbocker; (2) Patrick M. Donnellan, Arthur Dixon; (3) James A. Hahn, Charles G. Wicker; (4) A. C. Calkins, Samuel McRoy; (5) Mark Sheridan, John Raber; (6) Michael Keeley, David Walsh; (7) James H. Hildreth, John MacAllister; (8) Patrick Rafferty, John Comiskey; (9) Willard Woodard, John H. Carpenter; (10) C. C. P. Holden, Alvin Salisbury; (11) B. F. Russell, S. I. Russell; (12) John Buehler, C. J. Casselman; (13) K. G. Schmidt, George T. Beebe; (14) Louis A. Berger, Theodore Schintz; (15) John Herting, Samuel Shackford; (16) Edward Kehoe, George B. Mansur. (On March 10, 1869, the city was divided into twenty wards, and the time for the city election changed from April to November. The persons then in office were continued until the first Monday of December of that year.)

1869-70—(Election in November, 1869)—Mayor, R. B. Mason; City Clerk, Charles T. Hotchkiss; City Attorney, Israel N. Stiles; City Treasurer, David A. Gage; Aldermen, by Wards: (1) Richard Somers, William Cox; (2) Arthur Dixon, P. M. Donnellan; (3) Joseph A. Montgomery, James A. Hahn; (4) John H. McAvoy, A. C. Calkins; (5) George S. Whitaker, Peter Daggy; (6) William Tracey, Mark Sheridan (Daniel Heenan elected to fill vacancy caused by Mr. Sheridan's resignation); (7) William Batterman, P. J. Hickey; (8) William S. Powell, James H. Hildreth; (9) George Powell, John Comiskey; (10) Thomas Wilce, C. C. P. Holden; (11) James Walsh, B. F. Russell; (12) Samuel McCotter, Willard

Woodard; (13) James L. Campbell, A. D. Robinson; (14) P. B. Shiel, B. G. Gill; (15) James J. McGrath, John Buehler; (16) James D. Tyler, K. G. Schmidt; (17) Theodore Schintz, Louis A. Berger; (18) Thomas Carney, A. Bengley; (19) James McCauley, John Herting; (20) M. A. Devine, Edward Kehoe.

1870-71—Mayor, R. B. Mason; City Clerk, Charles T. Hotchkiss; City Attorney, I. N. Stiles; City Treasurer, David A. Gage; Aldermen, by Wards: (1) John J. Knickerbocker, Richard Somers; (2) Joseph E. Otis, Arthur Dixon; (3) D. Coey, Joseph A. Montgomery; (4) Harvey M. Thompson, John H. McAvoy; (5) Peter Daggy, George S. Whitaker; (6) Michael Schmitz, William Tracey; (7) P. J. Hickey, William Batterman; (8) Michael B. Bailey, William S. Powell; (9) William B. Bateham, George Powell; (10) C. C. P. Holden, Thomas Wilce; (11) Herman O. Glade, James Walsh; (12) Henry Witbeck, Samuel McCotter; (13) S. S. Gardner, James L. Campbell; (14) B. G. Gill, P. B. Shiel; (15) John Buehler, James J. McGrath; (16) K. G. Schmidt, James D. Tyler; (17) Louis Schaffner, Theodore Schintz; (18) John McCaffrey, Thomas Carney; (19) William M. Clarke, James McCauley; (20) Gustavus A. Busse, M. A. Devine.

1871-72—Mayor Joseph Medill; City Clerk, Charles T. Hotchkiss; City Attorney, I. N. Stiles; City Treasurer, David A. Gage; Aldermen, by Wards: (1) Chauncey T. Bowen, John J. Knickerbocker; (2) Arthur Dixon, Joseph E. Otis; (3) John W. McGonniss, David Coey; (4) John H. McAvoy, Harvey M. Thompson; (5) R. B. Stone, Peter Daggy; (6) William Tracey, Michael Schmitz; (7) Edward F. Cullerton, P. J. Hickey; (8) Jeremiah Clowry, M. B. Bailey; (9) George Powell, William B. Bateham; (10) Lester L. Bond, C. C. P. Holden; (11) Henry Sweet, H. O. Glade (T. T. Verdier elected in place of Mr. Glade, resigned); (12) Monroe Heath, Henry Witbeck; (13) George W. Sherwood, S. S. Gardner; (14) S. E. Cleveland, B. G. Gill; (15) James J. McGrath, John Buehler; (16) Thomas Stout, K. G. Schmidt; (17) Jacob Lengacher, Louis Schaffner; (18) Thomas Carney, John McCaffrey; (19) Mahlon D. Ogden, William M. Clarke; (20) Charles L. Woodman, G. A. Busse.

JOHN C. HAINES served for two terms as mayor of Chicago, from March 2, 1858, to March 6, 1860, having for many previous years been closely identified with the business and public interests of the city. His character is that of the man who makes sure that every forward step in his life is taken upon solid ground. Born in Deerfield, N. Y., on May 26, 1818, he came to Chicago in 1835, worked energetically at various commercial pursuits for a period of eleven years, when he had so established himself in the confidence of the community and accumulated so comfortable a capital, that he decided to extend his scope of activity into a broader field. In 1846, therefore, he entered into a partnership with Jared Gage, and the new firm purchased the Chicago Flour Mills. This was among the pioneer manufactories of the kind in the city, and success was an apparent fact from the first. Mr. Haines' ability was so manifest in the conduct of his own affairs, that he was called upon by his fellow-citizens to serve them, being, in 1848, elected a member of the City Council. In this position he continued for six successive years, and when the city decided to discard the old hydraulic water works for the more metropolitan system, he was called upon to assist, officially, in carrying on the different enterprises. In 1853 he was elected one of the three water commissioners for a term of three years, his co-workers being J. H. Woodworth and George W. Dole. In February, 1854, the supply of water for the city commenced, so that Mr. Haines has the satisfaction of being one of the founders of Chicago's waterworks system, and of living to see the folly of those outcries against the broad views which he



and his brother commissioners entertained, regarding the nature of public works to be established. At the end of his term he was re-elected for the ensuing three years in the same capacity. In the meantime he had severed his connection with Mr. Gage and become interested in various financial institutions, among others, the Illinois Savings Institution, of which he was chosen president in 1859. As previously stated, he had commenced his term of service as mayor during the preceding year, being the unanimous choice of the Republican Convention. For several years, after he had completed his second term, he devoted himself to the care of his extensive interests, but took so leading a part in everything which concerned the public welfare that in 1860 he was chosen a member of the Constitutional Convention. He was among the most earnest

and effective workers, among the many able men who attended that convention, who placed the people of Illinois and her constitution of 1870 as uncompromisingly opposed to special legislation and jobbery. In 1874 he was elected to the State Senate, representing the first district, during the twenty-ninth and thirtieth general assemblies. For the past few years Mr. Haines has withdrawn from active political life—in fact, he never has been obtrusive, but whatever of honor has come to him has been quite unsolicited. For many years he has been largely interested in several branches of the manufacturing interests of Chicago, and connected with the leading savings banks of the city. For some years past he has resided in Waukegan.

ROSWELL B. MASON served as mayor of Chicago from November 2, 1869, to November 7, 1871. He was, therefore, at the head of municipal affairs when that calamity occurred which, for years to come, will be the point from which to date the deeds and lives of the men and women of this city. It was well, truly, that a man of such rugged common sense and brave character had control of the city government. Responses to his energetic calls for relief came from all over the civilized world, and before he went out of office he had the courage to intrust all moneys, and supplies received by him on behalf of the people of Chicago, to the Relief and Aid Society, instead of to the City Council. Being advised, furthermore, that criminals of all classes were pouring toward Chicago, thinking to be benefited by the confusion then reigning, he earned the approval of all good citizens by calling upon the government of the United States for protection, and General P. H. Sheridan placed the city under martial law. During his entire administration, in short, he showed an independent and fearless spirit, seeming to remember that he had been called to the chair by the votes of the Republicans and Democrats alike. Previous to his election as mayor, Mr. Mason's life had been spent in the unceasing toil of his profession as a civil engineer, the greater portion of his career having been devoted to the surveying and construction of railroads. As the architect alone (if the word may be allowed) of the grand system known as the Illinois Central Railroad, Mr. Mason is entitled to a high place among the benefactors not only of the city, but of the state; and his previous training evidently fitted him for just such an undertaking. Born at New Hartford, Oneida Co., N. Y., September 19, 1805, he spent his early years as do most farmer's boys. In his seventeenth year, he assisted his father to fill a contract which he had taken, of furnishing stone for the locks of the Erie Canal, and thus the boy formed the acquaintance of Edward F. Gay, an assistant engineer in charge of construction. In the spring of 1822, he became a rodman under Mr. Gay, and afterward accompanied the surveying party to the Schuylkill Canal; but in August, 1824, he was obliged to return home on account of sickness. He next connected himself with the survey of a canal from Lake Champlain to the St. Lawrence River, at Ogdensburgh, and in the spring of 1825 took a position with Major Beech and Mr. Gay on the Morris Canal, in New Jersey. Mr. Gay resigned his position as first assistant engineer, soon afterward, when Mr. Mason was given the place, and retained it until he was made chief engineer and superintendent, during the latter portion of his six years' connection with the work. For the succeeding two years he held an important position in the construction of the Pennsylvania Canal, and after that was superintendent of Morris Canal. In the spring of 1837, work was begun on the Housatonic Railroad, extending from Bridgeport, Conn., to the north line of the state. This was one of the pioneer railroads of the country, and Mr. Mason its chief engineer; remaining with the road in that capacity for ten years, subsequently acting as its superintendent. As chief engineer and superintendent of the New York and New Haven Railroad, and engineer in charge of the construction of the Vermont Valley line, Mr. Mason had further opportunities for extending his broad practical experience, previous to entering the western field. In the spring of 1851, he came to Illinois to take charge of the construction of the Illinois Central road, completing it in October, 1856. The details of the progress of this splendid feat of engineering skill will be found in the first volume of this history, the salient facts being given by Mr. Mason himself. After several unsuccessful ventures as a grading contractor, in 1860 he became superintendent of the Chicago and Alton Railroad, was appointed comptroller of the land department of the Illinois Central Railroad company in 1861, and retained the latter position until August, 1867. In the meantime (1865) he had been appointed by the State Legislature one of the members of the Chicago Board of Public Works, to superintend the lowering of the summit of the Illinois and Michigan Canal. In 1868, while acting in this capacity, he also constructed the Dunleith and Dubuque bridge. In November, 1869, he resigned as a member of the Board of Public Works to assume the responsible duties of mayor. After serving two years, he returned to the care of his large business interests. From 1873 to 1883, inclusive, Mr. Mason served as one of the trustees of the Illinois

Industrial University. This is the only public position he has filled since being mayor of the city; but as president of the Chicago South Branch Dock Company, with many other business duties and social and church demands upon his time, his days are still filled with works. Mr. Mason was one of the founders of the Presbyterian Theological Seminary of the Northwest, which was organized in 1857, and has held the office of director and trustee almost continuously up to the present time. He is a leading member of the Fourth Presbyterian Church, being one of its elders. Mr. Mason was married September 6, 1831, to Miss Harriet L. Hopkins, daughter of Royal Hopkins, of Parsippany, N. J. George Arnold Mason, one of their sons, was killed in a railroad accident, in the year 1855. The remaining family of four sons and three daughters are living, while Mr. Mason himself, at the advanced age of nearly eighty years, appears never to have asked the question, "Is life worth living?"

Roswell B. Mason

JOSEPH MEDILL, mayor of the city of Chicago during the two trying years succeeding the fire, and since November, 1874, editor-in-chief of the Tribune, is the son of Irish parents who immigrated to America in 1819. He was born April 6, 1823, in New Brunswick, in the vicinity of St. John's. When he was eight years of age his parents removed to Stark County, Ohio, in which state he resided for twenty-three years, spending his boyhood days on a farm near Massillon. After obtaining an academic education at this town, and teaching at times, he decided, when he had reached his majority, to engage in the study of law. Mr. Medill studied this profession in the offices of Hiram Griswold and Seymour Belden, was admitted to the Bar in November, 1846, and commenced to practice in New Philadelphia, Ohio, in partnership with George W. McIlvaine, since chief justice of the Supreme Court of Ohio. But the tastes and the ambitions of the young man tended toward a different career, than one within the limits of the legal profession, and therefore he dissolved the partnership with Mr. McIlvaine in the fall of 1849, soon thereafter establishing the Coshocton Republican. This was published as a free-soil Whig paper until the winter of 1851-52, when he sold it and removing to Cleveland, established the Daily Forest City. He supported General Scott as a presidential candidate, but after his disastrous defeat, concluding that the Whig party had outlived its usefulness, advocated the formation of that grand organization of which, for over thirty years he has been a corner-stone. The new party was founded upon anti-slavery principles, composed of Seward Whigs, Chase Free-soilers and Wilmot-proviso Democrats and was christened, in 1854, National Republican. In 1853 Mr. Medill merged his paper with the True Democrat, owned and edited by John C. Vaughan, and the Cleveland Leader was born into American journalism. In the winter of 1853-54, then but thirty years of age, he met his co-workers at Cleveland, as one of the chief organizers of the Republican party and during the succeeding winter sold his interest in the Leader, came to Chicago and, with Mr. Vaughan, and Dr. C. H. Ray, of Galena, purchased the Tribune. From April, 1855, until the great fire, Mr. Medill bent all his energies toward the development of the journal which he found an infant, and transformed into a giant in the formation of public opinion. During the war the Chicago Tribune was an incalculable power in the work of steadfastly upholding National Union sentiment at home and abroad. It was this journal, more than any other in the country, which brought forward Abraham Lincoln from comparative obscurity and elected him President of the United States. It was more Mr. Medill's individual exertions which brought about the great reform which so much conduced to the firm establishment of Union principles in all the cities of the North, viz.: that by which all soldiers serving in the field were allowed to vote. Through his instrumentality Governors Ramsay, of Minnesota, and Solomon, of Wisconsin, called extra sessions of the state legislatures for the purpose of providing the necessary legislation, and other states whose constitutions permitted, followed their example. He not only agitated the subject in the Tribune, but corresponded with the leading public men of the country until the great importance of the proposed measure was recognized and a strong public sentiment created, which swept all opposition before it. The soldier vote thus cast elected Lincoln in 1864, and saved Congress to the Republicans. Mr. Medill was also instrumental in organizing the Union American League of America, which was a most useful auxiliary to the Northern cause. During the first ten years of his connection with this journal, he was not only

managing editor but the business head of the establishment; he not only triumphantly directed its political but its financial policy, until he had built up the Tribune into one of the most prosperous, as well as powerful, journals in America. In 1869 Mr. Medill was elected to the Constitutional Convention, and through his influence and efforts, among many useful and important provisions were those incorporated into the body politic giving representation to minorities in the legislature and chartered companies. He was appointed by President Grant a member of the civil service commission in 1871, and in November of that year was elected mayor of the city, being carried to that office on one of the most irresistible waves of public enthusiasm which ever swept over the city. Mayor Medill assumed control of municipal affairs at a time when the finances of the city, in fact all of its departments, were in a state of great confusion caused, as is well known, by the disorganizing effects of the great fire. But he placed his shoulders under the load of difficulties and lifted the shattered city out of many of its troubles. In September, 1873, a few weeks before the expiration of his term of office, with his health somewhat broken by the strain which so long had been placed upon his mind and body, he resigned the mayoralty and departed upon a European tour for rest and recreation. Upon his return to Chicago in November, 1874, he purchased a controlling interest in the Tribune and as editor-in-chief assumed the general management of its affairs. This position he still holds, guiding its policy with a steady hand and being still recognized as one of the great powers of the Republican party.

S. Medill

FINANCIAL STATISTICS.—From 1838 to 1856, inclusive, the city debt was compiled from the annual statements of the Finance Committee, as submitted to the Common Council; from 1857 to 1871, inclusive, from the annual statements of the City Comptroller. Following is a table showing the population of Chicago, when taken by a regular city, state or United States census, with the total valuation of real estate and personal property, tax and bonded indebtedness:

YEAR.	Population.	Total Valuation.	Total Tax.	Bonded Debt.
1857.....	*93,000	\$36,335,281	\$572,046	\$535,000
1858.....	*90,000	35,991,732	430,190	.....
1859.....	*95,000	36,553,380	513,614	1,885,000
1860.....	109,206	37,053,512	373,315	2,336,000
1861.....	*120,000	36,352,380	550,968	2,362,000
1862.....	138,186	37,139,845	564,038	3,028,000
1863.....	*160,000	42,667,324	853,346	3,422,500
1864.....	160,353	48,732,782	974,655	3,544,000
1865.....	178,492	54,709,177	1,294,183	3,701,000
1866.....	200,418	85,953,250	1,719,064	4,369,500
1867.....	*220,000	105,026,844	2,518,472	4,757,500
1868.....	252,054	230,247,000	3,223,457	6,484,500
1869.....	273,643	266,024,880	3,999,373	7,882,500
1870.....	306,605	275,986,550	4,139,798	11,041,000
1871.....	334,270	289,746,470	2,897,464	14,103,000

At a regular meeting of the Council, held October 30, 1871, the Committee on Finance made the following report:

"To the Mayor and Aldermen of the City of Chicago, in Common Council assembled:

"Your Committee on Finance herewith submit the statement to the Tax Commissioners of the appraised value of all the real and personal property in the city of Chicago for the municipal year A. D. 1871. Your committee have carefully considered the necessities of the city for the remaining half of the fiscal year, and have come to the conclusion that a tax levy of ten mills on the dollar will be sufficient to pay the expenditures during the past six years already incurred, and produce also sufficient for an economical running of the city government for the balance of the fiscal

** Estimated.*

year ending April 1, 1872. In this tax levy your committee have not attempted to interfere with the annual appropriation bill, passed in June last, as they have no authority so to do; but the same remains as passed. It is hoped that the Legislature will give the Council power to revise the annual appropriation bill, and it will then be for the Council to decide in what way it shall be revised. This levy of ten mills will be upon the whole city, the burnt as well as the unburnt district; but it is hoped that the Legislature, which will meet the 15th of November next, will confer the power upon the city authorities to rebate the taxes upon all property destroyed, in whole or in part, and that we thus will be able to afford the necessary relief to the property lying within the burnt portions of the city. Your committee, in view of the great calamity which has befallen our city, have deemed it advisable that every expenditure of money which could be deferred should not now be made, and we have labored to cut the tax levies down to the lowest possible rate consistent with the duty of paying expenditures for the fiscal year already made, and of the carrying on of the city government until the close of the present fiscal year. Ten mills, with the reduction which will be made for the property destroyed, will, with great economy, we believe, be sufficient; and not a dollar beyond what is absolutely necessary should be raised at the present time, for it will be with the greatest difficulty that persons owning property in the burnt district will be able to pay the reduced levy, having in many cases lost all their personal property, and are struggling to rebuild. Your committee will, therefore, respectfully ask the passage of the ordinance accompanying this report.

(Signed)

THOMAS WILCE,
J. E. OTIS,
J. BUEHLER,
Committee on Finance."

The valuation referred to was as follows: Real Estate—South Division, \$110,665,190; West Division, \$87,631,930; North Division, \$38,591,280. Total, \$236,888,400. Personal Property—South Division, \$38,017,180; West Division, \$8,850,420; North Division, \$4,800,000. Total, \$51,670,600.

The ordinance referred to, which was passed, provided for the levying of the following taxes: For the municipal year 1871: Contingent expenses, $1\frac{8}{100}$ mills on the dollar; interest on bonded debt, $\frac{8}{100}$ mills; police expenses, $\frac{7}{100}$ mills; permanent improvements, $\frac{8}{100}$ mills; school purposes, $\frac{2}{100}$ mills; sewerage purposes, $1\frac{8}{100}$ mills; for lighting the streets, $1\frac{1}{100}$ mills; cleaning and repairing the streets, $1\frac{1}{100}$ mills; water works, $1\frac{1}{100}$ mill.

At a special meeting of the Common Council held November 9, 1871, George Taylor, City Comptroller, presented a report covering the period from April 1 to September 1, of that year. During that period the receipts had been \$5,336,308 and the expenditures \$3,678,942, leaving a balance of \$1,657,366 in the treasury, just subsequent to the fire.

WILLIAM J. ONAHAN, City Collector of Chicago, was born in Leighlin Bridge, County Carlow, Ireland. He first removed to Dublin, and, in 1845, he located in Liverpool and started for America in the year 1851. Landing at New York, March 17 of that year (St. Patrick's day), he commenced his life in the new country as an office boy, graduating to the position of assistant book-keeper in a large clothing house. Being induced to come West and try his fortunes in Chicago, he arrived here September 24, 1854. Mr. Onahan early identified himself with religious, and charitable work in this city and has continued untiringly in labors of this kind. In 1857 he was chosen secretary of the Catholic Institute and subsequently became president of the Society of St. Vincent de Paul, with which charitable organization he has ever since been actively identified. At the beginning of the civil war, Mr. Onahan was active in the work of organizing the Twenty-third Illinois Volunteer Infantry, commanded by the lamented Colonel James A. Mulligan, and afterward celebrated as the "Irish Brigade." He was now approaching the public period in his career, filled so full with honors. His literary tastes and attainments early brought him to the notice of all educational patrons, being appointed a member of the Board of Education in 1863, and a director of the Public Library in 1873 for a term of eight years, serving in 1881 as president of that organization. Mr. Onahan founded the St. Patrick's Society in 1864 and acted as its first president, being elected to the same position in 1878, and each subsequent year. In 1869 Mr. Onahan was elected City Collector,



OLD AND NEW SITE OF REYNOLDS' BLOCK ; SOUTHWEST CORNER OF DEARBORN AND MADISON STREETS.

John R. Walsh's store stood on the corner of Madison Street and Custom House Place—so named by Mr. Walsh. The front of his store, on the Place, was thirty-six feet from the wall as shown in cut; the front line of Reynolds' Block was fifty feet from the same wall.

at which time the entire revenue of the city, derived from taxes, special assessment, and licenses, amounting to upwards of seven million of dollars annually, passed through his hands. He was the first to institute needed reforms, and to systematize and reduce to exact order the method of keeping the office and tax accounts. In consequence of changes in the city charter, the office of collector was made appointive; and, in 1879, Mr. Onahan was again called to his former position by Mayor Harrison, being unanimously confirmed by the City Council. He has since been twice re-appointed and confirmed in like manner, to the universal satisfaction of the tax-payers. He was one of the principal organizers of the Second Regiment of the National Guards in 1875, it being incorporated as a portion of the State Militia. He remained president of the association until 1879, having assumed a debt of \$15,000 in behalf of the regiment, and seen it liquidated. Upon his resignation he was justly and happily complimented by Governor Culom upon the part which he had taken in the organization and maintenance of that body. The work with which Mr. Onahan has been more particularly identified of late years, is the Irish Catholic Colonization Association of the United States; whose object is to promote the settlement of Irish immigrants and citizens on lands in the West. He was also one of the founders of the Charity Organization Society and was elected its first vice-president; being furthermore a director of St. Mary's Training School. Twice president of the Union Catholic Library Association, he has delivered before it many interesting lectures, chiefly on historical subjects. He has also lectured in other cities, and although his regular official duties would be sufficient for a man of ordinary energy, Mr. Onahan is a prolific and valued contributor to the literature of the day. In 1876 Notre Dame University conferred upon him the degree of Doctor of Law, although he rarely, if ever, employs this honorable affix to his name. He is also a corresponding member of the Chicago Historical Society. Mr. Onahan was married July 8, 1860, to Miss Margaret C. Duffy. They have had six children, only one of whom is living. It is but just to the invaluable service performed by this gentleman, in furnishing the compilers of this history with large quantities of comprehensive data, to here acknowledge such service; and to additionally state that, were it not for the information furnished by Mr. Onahan, the history of Catholic organizations and procedures would be fatally defective.

WILLIAM BEYE, for twelve years deputy county treasurer of Cook County and now engaged in the grain commission business, is a native of the dukedom of Brunswick, Prussia. He was born on May 12, 1841, and came to America in 1856. He had a brother in the western part of Cook County, Ill., to whom he went, but remained with him only a week when he struck out for himself and engaged in agricultural pursuits in summer, attending school during the winter months, until the war, when he enlisted in the army. He joined Farnsworth's 8th Illinois Cavalry at St. Charles on September 18, 1861, and followed its fortunes during the war. He fought in the battles of Williamsburg, Seven Pines, or Fair Oaks, Malvern Hill, Va., Antietam, Md., Fredericksburg, Chancellorsville and Gettysburg, besides being in many other smaller engagements and skirmishes. In 1865 his regiment was sent to St. Louis, on the way to the plains for frontier service, but thinking their term of enlistment had expired, they asked to be discharged and were mustered out on July 17, 1865. Returning to Elk Grove, he entered the academy at Elgin the following fall, and after six months' attendance took a term in Bryant & Stratton's Business College in Chicago. He concluded his business course in the spring of 1867, when he obtained a situation as clerk in the office of the County Treasurer, J. M. Allen. His faithfulness and ability secured him a position for four years as clerk and then his promotion as deputy for twelve years. During the first years of his occupancy of the position as deputy treasurer, the great Chicago fire of 1871 occurred and the ensuing Thursday the safe was dug out from the ruins while the debris was yet warm; the books and accounts although charred were in a condition of perfect legible preservation, and so accurate were the papers, so carefully had the entries been made by Mr. Beye, and so thoroughly in order were all the data, that the following Monday Mr. Beye and Mr. Heber S. Rexford, then county treasurer, went to Springfield and settled the accounts of the state, very much to the surprise of the state officials, who complimented Mr. Beye highly for the accuracy and care which had rendered such a settlement possible. In May, 1883, he formed a co-partnership with James H. Heald under the style and name of William Beye & Co., and in January, 1884, they took J. C. Howell into partnership, so that the firm is now *Howell, Beye & Co.* On April 23, 1878, Mr. Beye was married to Miss Nellie C. Lombard, a Boston lady, daughter of C. S. Lombard, by whom he has four children: Hannah C., Marion, William and Catherine. He is a member of Unity Church of Chicago. He is a Royal Arch Mason, and member of Palatine Lodge, No. 314. He is also a member of the Union Club, Union Veteran League Club and the Channing Club.

MANUEL TALCOTT, whose long and industrious life was spent in Chicago, was born in Rome, Oneida Co., N. Y., October 12, 1817, the son of Mancel and Betsy Talcott. He early attended the common schools of his native state, and, in 1834, came to Chicago, walking from Detroit to this city. On his arrival he naturally turned his attention to farming as the only avenue through which he could obtain immediate employment. He accordingly settled at Park Ridge where he remained from 1841 to 1850, when, attracted to the Pacific coast by the gold discoveries, he went there March 25, 1850, and returned November 25, 1851; at the end of that time, and having succeeded in accumulating a considerable fortune, he formed a partnership with Horace M. Singer in 1854, and the Singer & Talcott Stone Company was established. Mr. Talcott was a member of the firm until shortly prior to his death, which occurred June 5, 1878. He was married October 25, 1841, to Miss Mary H. Otis, of Park Ridge. Mr. Talcott was elected alderman in 1863, serving one year. In 1865 he was again elected to the City Council, serving a term of two years. In November, 1871, he was chosen a member of the Board of County Commissioners, and resigned his position upon being elected police commissioner, to fill the place of T. B. Brown, who had resigned. He was for many years a member of the Police Board, resigning the position of president of that body in December, 1872. He was one of the founders of the First National Bank of Chicago, of which he was a director until the time of his death. He was also for a number of years president of the Union Stock Yards National Bank, and president of the Excelsior Stone Company. His life is most distinguished, however, by his benevolence to public charities and religious societies. His many gifts have not all found record, but exist in the memory of those who knew him best.

FRANCIS ADAMS, for so many years corporation counsel, and assistant to that official, was born in Enniskillen, North of Ireland, March 26, 1829, being the eldest of a family of twelve children. He obtained his early education at the village and grammar schools of his native place, having previous to his thirteenth year laid a good foundation for future intellectual operations. When he was twelve years of age, his father, who had been a merchant, desiring to place within the reach of his children the manifold advantages of this country, decided to emigrate to the United States. In the spring of 1841, he, therefore, started for New Orleans with his family, landing at that port and settling in Logan County, Ky., in the month of April. There he purchased a farm, upon which young Adams worked for two years, being next employed in a dry goods store at Clarksville, and subsequently with his father, at the same place and in the same business. But mercantile pursuits were not congenial to the active mind of the youth, and he therefore proceeded to prepare for a collegiate course in a private school at Clarksville. Entering the sophomore class of the Masonic College, at that place, he graduated, in 1851, with the highest honors of his class. As his means were limited, he partially paid his expenses, while in college, by acting as a tutor. After graduating, he taught school for one year in Christian County, Ky., having also commenced the reading of law. This course he persistently continued, at the same time supporting himself as a record writer in the office of the Clerk of the Circuit Court at Clarksville. Finally Mr. Adams entered the law department of the Cumberland Presbyterian University, at Lebanon, Tenn., which was conducted by Judge Green, for many years Chancellor of the State, and A. B. Caruthers, distinguished as one of the best common-law judges in Tennessee. In the spring of 1854, he was admitted to the practice of law in that state, and was at once offered a partnership with Robert W. Humphreys, of Clarksville. This offer was declined, however, and Mr. Adams removed to Kaufmann, Kaufmann Co., Tex., where, between practicing his profession and teaching school, he more than supported himself. Not liking the country, however, and with a prospect of bettering himself, in the spring of 1855 he removed to Russellville, Ky., where his mother resided, his father having died in 1852. But the fame of Chicago reached him before he had long been there, and accordingly he started for the growing, ambitious young city, which he reached on the 5th of October, 1855. He opened an office in the old frame building, opposite the Sherman House, occupied by the Chicago Tribune. Mr. Adams continued to practice alone until during the summer of 1856, when he formed a partnership with Patrick Ballingall, who had been city attorney, and was one of Chicago's most noted criminal lawyers. The partnership continued until 1858, when it was dissolved, Mr. Adams forming a connection with S. A. Irvin, formerly corporation counsel. Having spent a short time in Memphis, Tenn., and Peoria, Ill., being absent about nine months, in the spring of 1861, Mr. Adams returned to Chicago, where, after successfully practicing his profession for two years, he was elected city attorney. After his term expired, he resumed private practice, and thus continued until August, 1874, when he was employed by Mayor Colvin and Comptroller Hayes to assist the corporation counsel in con-

ducting litigation relating to taxes. The corporation having failed to collect the taxes for the years 1873 and 1874, levied under the "City Tax Act," which the Supreme Court had declared unconstitutional, Mr. Adams prepared an act, which was passed by the Legislature of 1877, providing for the collection of the taxes of those and prior years. The application for judgment under this act was vigorously opposed on the ground of the alleged unconstitutionality of the act, but the city was successful in the County, Appellate and Supreme courts, and collected over \$750,000 of back taxes under the act, subsequently. Application for judgment in the County Court was made in 1878, and he, having previously resigned, was specially employed to conduct the litigation on the part of the city. In May, 1879, he was appointed corporation counsel by Mayor Harrison, so that when the case reached the Supreme Court, Mr. Adams appeared again for the city. He resigned his position in December, 1883, and took a vacation of several months for rest and recreation. As an evidence of the estimation in which Mr. Adams is held by the public, and especially by those who have been officially intimate with him, the following extract is taken from a letter addressed to him by Mayor Harrison, alluding to Mr. Adams's resignation, which had been tendered him; he says: "I regret the necessity more than any one else. When difficult legal questions have come up, I have always felt myself safe in being guided by your opinion. When important matters of municipal interest have been in court, I have felt, with your attending to such matters, the city was safe. There is no one else I can get to fill your place in whom I can put this trust. There are many good lawyers, but those who have had long experience will not abandon private practice to go into a position subject to the vicissitudes attending municipal elections. Therefore, in losing you I feel your loss cannot be made good."



In October, 1884, Mr. Adams resumed private practice, and is now so engaged.

In addition to the fine service which Mr. Adams has rendered the city in the matter of permanently settling its litigation in regard to taxes, he has been engaged in a number of the most important cases which, within the past few years, have come up for adjudication. In April, 1875, it will be remembered that an election was held for the incorporation of the city under the act of 1872 and that upon application of certain citizens the Circuit Court issued an injunction restraining the members of the Common Council from canvassing the returns. Being advised by T. Lyle Dickey, corporation counsel, and Mr. Adams, his assistant, that the Circuit Court had no jurisdiction over their action in the matter, the canvass proceeded, and the result was declared; whereupon the aldermen and their counsel were fined for contempt, but the case being appealed to the Supreme Court, the city was sustained in every point. Mr. Adams's oral argument in the contempt case before Judge Williams, of the Circuit Court, attracted general attention, being set down as a masterly effort.

The Chicago Times of May 27, 1875, thus commented on it: "The conclusion of the argument of Mr. Francis Adams in the important contempt case was certainly one of the finest examples of unpretentious forensic eloquence that has lately been heard in this city. It was the expression, moreover, of sentiments and doctrine that deserve from all seekers after truth the warmest praise. The consistency which some men profess to worship, and which consists in clinging blindly to error, if supported by the authority of tradition, rather than reject what they have once accepted for truth, is the consistency of the bigot, the Bourbon and the fool. No more eloquent rebuke of such medievalism, whether manifest in politics, in theology or in jurisprudence, has been uttered than will be found in the concluding passages of Mr. Adams' address to the court."

That all may have an opportunity of judging whether this praise was deserved or not, that portion of Mr. Adams's address to which reference is made is here inserted. It should be stated, however, that the speech was in reply to a charge of inconsistency made by the opposing counsel, in that Mr. Adams had advised the Common Council just before the meeting of that body next after the injunction was issued, not to canvass the returns: "At that time," he said, "I did not consider the question of jurisdiction or authority

to issue the writ. The only question which I then had to consider was how, in view of all the circumstances, should the Common Council act that evening? I thought it prudent and cautious that they should proceed slowly, and that time should be given for an investigation of the questions, they being of great importance. That is my explanation and that is the explanation which I have put on the record. But, if your honor please, I am not disposed to shirk or avoid, in the least degree, the consequences of any act of mine. I accept the canon of interpretation that you must gather one's meaning from the language which he uses, and if that opinion, taken in its ordinary sense, means that the law requires obedience to a writ unauthorized by law, then, if your honor please, following the illustrious example of the Supreme Court of this state and the Appellate Courts of all the states, I here and now overrule that opinion. It may be said that I am inconsistent. Perhaps, indeed, I am open to that charge, as some deem consistency. If consistency means adherence to an erroneous opinion after you shall have discovered your error, then perish consistency for me; I will have none of it. If that is the consistency of which it is said it is a 'jewel,' I seek no such jewels for my personal adornment. But if a sincere, earnest effort to walk in the straight and narrow way of truth, and having, through ignorance, accident or weakness diverged from it to the right hand or the left, to deliberately retrace your steps until you shall have found it, and, having found it, to walk in it humbly, yet firmly and fearlessly, if this be consistency then I desire not, indeed, to be esteemed consistent, but to be so; in the words of the noble motto of the celebrated Danish astronomer, Tycho Brahe,—*Esse non haberi*. It may be said that I have changed my opinion. If I have, I have but illustrated in my individual life a constant phase in the history of human progress. Had not the opinions of mankind changed, the inductive system of philosophy, the key to all knowledge of the physical sciences, a system which an American author has happily denominated experimental interrogation of nature, and which modern scientists agree in recognizing as the only true system of philosophy, would have perished with Aristotle.

"Had not the opinions of mankind changed, the absurd geocentric theory in Astronomy advanced by the Ancients, advocated by the Fathers of the early Church, enforced even to torture and death by the medieval ecclesiastics, would still be adhered to; we would yet believe the earth to stand still, and to be a wide extended plain with towering mountains on every hand supporting the dome of the sky, and the celestial orbs flaming in the blue vault above but to give light to this little planet.

"We should still witness such scenes as the persecution of a Copernicus, the incarceration of a Galileo, the burning of a Bruno, or some modern Calvin gloating over the expiring agonies of a Servetus infinitely his superior in knowledge and power; and, worse than all, we would witness all Christendom exalting ignorance as the mother of devotion. But the opinions of mankind *have* changed, and what are the results? Volumes would fail to describe them all. We have a theology engaged in the constant effort to co-ordinate itself with reason; a general advance along the whole line of human progress; the majestic march of intellect, to use the eloquent language of Croly, the human mind ever approximating yet never attaining the exceeding excellence and glory of that ever living, eternal, unchangeable Majesty, by whom, and for whom all things were made. In view of this contrast shall we of the Nineteenth Century proclaim our infallibility? Shall we venerate error because of its antiquity? Shall we ally ourselves with that Bourbonic herd which never learns and never forgets? or shall we rather join that advancing column whose banner borne full high in air, and glorious in the splendor of intellectual light, has emblazoned on its ample folds the word 'Excelsior.' For myself I equally abjure and deplore the darkness, the stagnation, and the senseless traditions of the past. I identify myself with the civilization of the century. Gladly, gratefully accepting the light there is, I devoutly desire more, and hope for changes in public opinion commensurate with such increasing light, the resultant of which will always be in the direction of absolute truth.

The cases of the City of Chicago *v.* Rumsey, and the same *v.* Munger, involved the question whether the owners of property on La Salle Street between Randolph and Lake streets could recover damages on account of the obstruction of that thoroughfare by the approach to the tunnel. Through the efforts of Mr. Adams their claims for damages were defeated in the Supreme Court, Mr. Rumsey having recovered a judgment in the lower court. He is also to be credited with the success of the city in its case against Fagan, which involved an assessment of over \$1,000,000, for the extension of Dearborn Street. This was in October, 1876. Mr. Adams also appeared for the city in its suit against City Treasurer Gage, and the sureties on his bond, recovering \$507,700, the largest amount ever obtained in such a suit in this state. Opposed to him were some of the most eminent counsel of the Commonwealth. These

are but a few of the important cases in which he has successfully prosecuted municipal claims. In fact, on legal questions involving the interests of the city his opinions are regarded by the citizens, the bar and municipal officers as *quasi judicial*—as instance his opinion, delivered in the summer of 1883, in relation to the respective rights of the city and the street railways. The facts in this latter case are as follows: A number of the ordinances passed in 1858, and subsequent thereto, granted to the railway companies the right to construct their lines in certain streets and maintain and operate them for twenty-five years. They also contained a provision that, at the expiration of that period, the city, if it elected so to do, might purchase the tracks, rolling stock, etc., of the roads, the property to be appraised as provided in the ordinance. The time limited by the ordinance expired in 1883, and the question was presented whether the city could purchase the property. This question necessarily involved an examination and construction of all the acts of the State Legislature and the ordinances of the city in relation to the companies; also the question of the control, respectively, of the State and the city over the public streets of the corporation. It was contended by many, and strenuously urged by the Citizens' Association, that the provision in the ordinance for the purchase of the roads by the city was valid; that the right to purchase was part of the contracts between the city, and the companies, and that certain legislation of the State, which had extended the privileges of the companies as to the streets mentioned in the ordinances was unconstitutional as impairing the obligations of the contracts. The questions involved were presented to Mr. Adams for his opinion, and upon that opinion was based an ordinance extending the privilege of the companies for a period of twenty years, but providing that the companies should pay the city, annually, in quarterly installments, a license fee of fifty dollars for each car used, thirteen round trips to be deemed one day's use. Mr. Adams is a Mason and formerly connected with Waubansia Lodge, and is at present an unaffiliated member of that body. He is a member of the Protestant Episcopal Church. His brother, the Right Rev. William F. Adams, formerly Bishop of New Mexico and Arizona, is now a rector of a leading parish at Vicksburg, Miss. Dr. William C. Adams, of Nashotah, Wis., his father's cousin, is one of the most erudite scholars in the Church, being considered almost infallible in all matters relating to ecclesiastical law.

BOARD OF PUBLIC WORKS.

This department of the city government was established May 6, 1861, under the legislative act revising the charter of the city. The duties of the board comprised all those performed by the Water Commissioners, Sewerage Commissioners, Street Commissioners, City Superintendent and Special Commissioners for making assessments, and controlled all public improvements then going on or to be undertaken. The names of the members from the date of organization in 1861 to 1871, are given below, the names of the mayors, who were *ex-officio* members, being omitted:

Commissioners — 1861-63 — Benjamin Carpenter, president; Frederick Letz, treasurer; John G. Gindele. 1863-67 — John G. Gindele, president; Frederick Letz, treasurer; Orrin J. Rose. 1864-67 — William Gooding and Roswell B. Mason, "acting members on matters pertaining to the cleansing of the river." 1867-70 — A. H. Burley, president; John McArthur, treasurer; W. H. Carter. 1867-69 — William Gooding and R. B. Mason members acting with the board in cleansing the river. 1869-71 — William Gooding and E. B. Talcott, members acting in the same capacity, term expiring May 1, 1871. 1870-72 — John McArthur, president; W. H. Carter, treasurer; Redmond Prindiville.

E. S. Chesbrough was City Engineer from 1861 to 1871. A. W. Finkham acted as secretary until December, 1870, when he resigned and was succeeded by F. H. Bailey.

STREET IMPROVEMENTS.—Permanent improvement upon the streets of Chicago did not commence until 1855. The Nicholson pavement had been gradually growing in favor, until, by the time the Board of Public Works was organized, the city had about decided that wooden pavement, if not Nicholson, was preferable to any other. It was found that although six or seven years of usage had the effect of wearing the blocks down, the pine, being soft, tough and elastic, retained a coating of fine gravel and made a hard surface, at the same time spreading so much as to close up the inter-

stices and form the pavement into a solid body. Boulder pavement, as on Lake Street, when not properly laid, or composed of soft and marly stone, did not last, on an average, longer than five years; while, to carefully select the stones would make this pavement almost as expensive as Nicholson. South Water, Randolph and other business thoroughfares were the victims of the boulder-stone policy. From 1857 up to the time of the organization of the Board of Public Works, the city expended \$234,000 in cleaning and repairing streets. But up to this time there does not seem to have been any concerted action looking to a well-defined system of improvement. In 1861, however, the resolve was formed of first improving the business streets of the city, and gradually extending the work to less traveled territory. This policy was closely adhered to for a number of years. By 1863 nearly four hundred miles of streets had been improved in various ways, about twenty-two miles having been macadamized or graveled. Before the enlargement of the city limits by the charter of 1863, the streets were 363½ miles in length, divided by divisions as follows: South Division, 77½ miles; West Division, 207½ miles; North Division, 78½ miles. Under this charter a most important reform was accomplished, by which special assessments were made for the improvement of streets and alleys. Under the old charter, also, the board had no right to build sidewalks or repair them, but expenditures only were made when their condition threatened life and limb, and the city treasury. But, under the charter of 1863, action by the city authorities was made summary, when sidewalks were in a dangerous condition. To the general disappointment of those who advocated the "special assessment" feature of the new charter, the Superior Court of Chicago decided that its provisions were unconstitutional, and in 1864 the city was left without any law by which improvements could be carried on. Accordingly it was necessary to let a large amount of work lie over until 1865. The decision was not sustained by the Supreme Court, and consequently the special assessments for 1865 were unusually heavy. The report of the Board of Public Works for the year ending April 1 of that year, contains the following:

"The appropriations for street repairs and cleaning are altogether too limited. In 1857 and 1858, about as much money was spent for these purposes as now, and as prices then were only half what they are now, and the city was only about half as large, it follows that about three or four times as much in proportion was appropriated then as now. The Council has, for instance, appropriated this year, for the South Division, \$24,000. This sum of money is expected to keep clean all the improved streets and alleys of the South Division, and to do more or less repairing on them; to build, and keep in repair, all the culverts, aprons and crosswalks of more than one hundred miles of its streets and alleys; to keep the earthen streets thrown up in shape, and their ditches in order; and, finally, to pay the expenses for inspecting the sidewalks; and for enforcing the orders of the Board, requiring owners to build or repair their sidewalks. On one-third or one-fourth of a mile of a street paved by special assessment, property owners are required to pay more than the annual appropriation, made by the city, for the repairs and cleaning of the streets and alleys, and for the culverts, aprons, street-crossings and sidewalks of the whole South Division."

During the year 1866, the scavenger system was adopted by the Police Board, which greatly assisted the Board of Public Works in cleaning the streets. A decision of great importance to the city was also made by the Superior Court, and affirmed by the Supreme Court, to the effect that railroad companies, in common with other parties whose property is benefited, are subject to assessment for their share of the benefits resulting

from the paving, or otherwise improving, of such streets. Nicholson pavement was advancing in public favor, so much so that it was the evident conviction of Mr. Nicholson himself, that the city felt it was too expensive a proceeding to continue paying him a royalty on his patent. A species of pavement was laid by the city, differing from his only in that the strip, or picket, between the rows of blocks was omitted. In April, 1867, a writ of injunction was served on the city by the United States District Court, at the instance of parties representing Samuel Nicholson, restraining the laying of any wooden pavement in which his patent was used. The difficulty was subsequently compromised.

In September, 1867, the Board of Public Works first adopted the policy of cleaning the streets by contract. After trying the experiment for a year with Messrs. McDonald & Hamlen, one was entered into with John T. Salter for a period of three years.

By March, 1868, the sidewalks laid in the different divisions of the city were as follows: North Division, ninety-one miles; South Division, one hundred and twenty-two miles; West Division, two hundred and twenty miles; making a total of four hundred and thirty-three miles laid throughout the city.

By 1869 all the pavements being laid were of wood, as had been the practice for several previous years, the Boyington patent coming particularly into use. The peculiarity of this patent was that one-half the rows of three-inch blocks were seven inches deep (instead of six), resting on ordinary flooring of inch boards, while the alternate rows of the usual depth of six inches rested on the center of strips of inch boards, five inches wide, placed crosswise of the flooring. These

strips touched against the seven-inch rows, and were nailed to the flooring. There were thus formed between the six and seven-inch rows, cells six inches deep and one inch wide, extending across the street. Respecting the gravel in the cells and on the surface, and the use of tar in the pavement, there was no difference from the ordinary mode.

There were, then, in 1869, four kinds of wooden pavements, the "Converse" patent being the one which came into use latest. In the Converse pavement the spaces between the blocks were filled with strips of the same height as the blocks. In 1870, various processes were patented and applied, for the preservation of wooden pavements. The North American Wood Preserving Company impregnated some blocks with copperas and lime (their process), and a section of pavement was laid on South Park Avenue, between Twenty-second and Twenty-ninth streets.

Noticeable among the street improvements of 1870-71, was the construction of the viaducts at Halsted, West Indiana and West Adams streets. The one at Halsted and Sixteenth streets was the first built.

During the year nineteen and a half miles of wooden pavement were laid, making over fifty-six miles, mostly in good condition, excepting Clark Street from the river to Polk Street, and Lake Street from the river to Clark Street, where the pavement had been laid about nine years. About eighty-seven of the five hundred and thirty-three miles of street were improved, and over this section three-fourths of the travel of the city passed.

For the year ending March 31, 1871, there were also laid about five hundred and sixty-one miles of



CLARK AND SOUTH WATER STREETS.

sidewalk, nearly all of pine—over forty-one miles having been built during that period.

Paving of Streets.—The following is a complete record of street improvements from 1857 to 1871, the arrangement being made, alphabetically, by streets:

Aberdeen Street from Madison to Harrison, wooden block pavement, 1870.

Adams Street from Michigan Avenue to State Street, wooden block, 1868; State to Market, the same, 1869; Adams-street bridge to Halsted, the same, 1869; Halsted to Ashland Avenue, the same, 1869; Ashland Avenue to Robey Street, the same, 1871.

Archer Avenue—State Street to Canal Slip, wooden block pavement, 1869-70; Canal Slip to Halsted Street, the same, 1870; Reuben Street to Western Avenue, cinderling, 1867.

Blue Island Avenue—Twelfth to Twenty-second Street, macadamizing, 1868; Harrison Street to Twelfth, wooden block pavement, 1868.

Calhoun Place—Clark Street to Block 56 (original town), wooden block pavement, 1866; Clark Street to Dearborn, the same, 1868.

Calumet Avenue—Twenty-fourth Street to Cottage Grove Avenue, wooden block pavement, 1870; Twenty-first Street to Twenty-fourth, the same, 1870; Cottage Grove Avenue to Twenty-ninth Street, the same, 1871.

Canal Street—Lake Street to Madison, wooden block pavement, 1867; Madison Street to Twelfth, the same, 1869; Twelfth Street to Sixteenth, the same, 1869; Sixteenth Street to Eighteenth, the same, 1870; Lake Street to Fulton, macadamizing, 1863.

Canalport Avenue—Canal Street to Halsted, wooden block pavement, 1870; Halsted Street to Morgan, the same, 1871.

Central Avenue—From seventy-two feet south of Lake Street to Randolph, wooden block pavement, 1870; South Water Street to four hundred and fifty-eight feet south of South Water Street, the same, 1870.

Chicago Avenue—Chicago River to North Clark Street, macadamizing, 1867; North Clark Street to east line of Pine Street, wooden block pavement, 1870; Milwaukee Avenue to Chicago River, the same, 1871.

Clark Street—Chicago River to Randolph Street, boulder stones, 1858; Randolph Street to Polk, wooden block pavement, 1859; Polk Street to Twelfth, the same, 1867; Chicago River to Chicago Avenue, the same, 1867; Chicago Avenue to Division Street, the same, 1868; Division Street to North Avenue, the same, 1869.

Clinton Street—West Madison Street to West Lake, wooden block pavement, 1867; West Madison Street to West Van Buren, the same, 1869; West Lake Street to West Kinzie, the same, 1869.

Clybourn Avenue—Division Street to North Avenue, wooden block pavement, 1870; North Avenue to Clybourn Place, cinderling, 1870; Clybourn Place to Fullerton Avenue, the same, 1870.

Clybourn Place—Clybourn Avenue to Elston Avenue, cinderling, 1870.

Custom House Place—Monroe Street to Dearborn, wooden block pavement, 1865.

Dearborn Street—Lake Street to Randolph, wooden block pavement, 1871; Madison Street to Monroe, the same, 1865; Monroe Street to Jackson, the same, 1870; North Water Street to Chicago Avenue, the same, 1869; Chicago Avenue to Division Street, the same, 1869; Division Street to North Avenue, the same, 1869.

Dearborn Place—Randolph Street to Washington, wooden block pavement, 1869.

DePuyser Street—Desplains Street to Halsted, wooden block pavement, 1871.

Desplains Street—Van Buren Street to Fourth, wooden block pavement, 1869; Van Buren Street to Harrison, the same, 1870.

Division Street—Clark Street to Clybourn Avenue, wooden block pavement, 1869; Clybourn Avenue to Halsted Street, the same, 1871; North Branch Canal to North Branch Chicago River, cinderling, 1871.

Douglas Place—South Park Avenue to Illinois Central Railroad, wooden block pavement, 1871.

Elston Avenue—West Clybourn Place to West Fullerton Avenue, cinderling, 1871.

Eighteenth Street—Wabash Avenue to South Branch Chicago River, wooden block pavement, 1869.

Erie Street—Chicago River to Pine Street, wooden block pavement, 1870.

Fourteenth Street—Michigan Avenue to State Street, wooden block pavement, 1870.

Franklin Street—South Water Street to Lake, wooden block

pavement, 1868; Randolph Street to Lake, boulder stones, 1857; Randolph Street to Madison, wooden block pavement, 1868.

Green Street—West Madison Street to Fulton, wooden block pavement, 1871; West Madison Street to Harrison, the same, 1871.

Grissold Street—Van Buren Street to Taylor, wooden block pavement, 1866; Jackson Street to Van Buren, the same, 1870.

Haddock Place—State Street to Wabash Avenue, wooden block pavement, 1866.

Halsted Street—Thirty-first Street to Egan Avenue, macadamized, 1867; Archer Avenue to Thirty-first Street, the same, 1867; Lake Street to Harrison, wooden block pavement, 1867; Harrison Street to Chicago, Burlington & Quincy Railroad crossing, the same, 1868; Chicago, Burlington & Quincy Railroad crossing to Archer Avenue, the same, 1869; Lake Street to Indiana, the same, 1870; Milwaukee Avenue to North Branch Chicago River, the same, 1871.

Harmon Court—State Street to Michigan Avenue, wooden block pavement, 1868.

Harrison Street—State Street to Wells, wooden block pavement, 1870; Canal Street to Halsted, the same, 1870; Halsted Street to Centre Avenue, the same, 1871.

Hawthorn Avenue—Larrabee Street to Halsted, macadamizing, 1871.

Huron Street—Clark Street to State, wooden block pavement, 1869.

Illinois Street—Wells Street to State, wooden block pavement, 1870; State Street to St. Clair, the same, 1871.

Indiana Street—St. Clair Street to Clark, wooden block pavement, 1870; Clark Street to Indiana-street bridge, the same, 1871; Indiana-street bridge to Rucker Street, the same, 1871; Rucker Street to Noble, the same, 1871.

Indiana Avenue—Sixteenth Street to Twenty-second, wooden block pavement, 1867.

Jackson Street—State Street to Market, wooden block pavement, 1870; Canal Street to Halsted, the same, 1871.

Jefferson Street—Fulton Street to north line alley, Block 10 (original town), macadamizing, 1867-68; Randolph Street to Van Buren, the same, 1869; Randolph Street to Fulton, the same, 1868.

Kinzie Street—Clark Street to Rush, boulder stones, 1862; Clark Street to Kinzie-street bridge, wooden block pavement, 1867; Kinzie-street bridge to Halsted Street, the same, 1869.

Lake Street—Clark Street to Wabash Avenue, wooden block pavement, 1870; Clark Street to Chicago River, the same, 1871; Wabash Avenue to Central Avenue, the same, 1862; Chicago River to Halsted Street, the same, 1864; Halsted Street to Reuben, the same, 1869; Reuben Street to Western Avenue, the same, 1870.

Larrabee Street—Chicago Avenue to Clybourn, wooden block pavement, 1871; Clybourn Avenue to North, the same, 1871.

LaSalle Street—South Water to Lake, wooden block pavement, 1871; Randolph Street to Washington, block stone, 1857; Washington Street to Madison, wooden block pavement, 1867; Madison Street to Jackson, the same, 1867; Jackson Street to Van Buren, the same, 1868; Randolph Street to Lake, the same, 1871; Chicago Avenue to Division Street, the same, 1870; Division Street to North Clark, the same, 1871.

Loomis Street—West Madison Street to West Van Buren, wooden block pavement, 1871.

Madison Street—Chicago River to Halsted Street, wooden block pavement, 1866; Halsted Street to Centre Avenue, the same, 1869; Centre Avenue to Robey Street, the same, 1870; Robey Street to Western Avenue, the same, 1871; State Street to Chicago River, the same, 1869.

Market Street—Kinzie Street to Chicago Avenue, wooden block pavement, 1870; Chicago Avenue to Division Street, the same, 1871; Randolph Street to Lake, the same, 1871; Randolph Street to Madison, graveling, 1871; Madison Street to Van Buren, macadamizing, 1867.

Michigan Street—North Clark Street to Cass, wooden block pavement, 1865; North Clark Street to Kingsbury, the same, 1868; Cass Street to St. Clair, the same, 1871.

Michigan Avenue—Randolph Street to Park Place, graveling, 1866; Park Place to Twelfth Street, the same, 1867-68; Twenty-second to Twenty-ninth, the same, 1870; Twenty-ninth Street to Egan Avenue, the same, 1871; Randolph Street to South Water, wooden block pavement, 1868; South Water Street to River, the same, 1871.

Milwaukee Avenue—Division Street to North Avenue, macadamizing, 1864; Desplains Street to Elston Avenue, wooden block pavement, 1867; Elston Avenue to Division Street, the same, 1871.

Monroe Street—State Street to Michigan Avenue, wooden block pavement, 1867; Clark Street to Market, the same, 1869; State Street to Clark, the same, 1870; Canal Street to Halsted, the same, 1871; Halsted Street to Aberdeen, the same, 1871.

Noble Street—North Avenue to Milwaukee Avenue, cinder-ing, 1867.

North Avenue—Chicago River to North Wells Street, wooden block pavement, 1870; North Wells Street to North Dearborn, the same, 1871.

Ohio Street—St. Clair Street to North Clark, wooden block pavement, 1869; North Clark Street to Kingsbury, the same, 1870.

Ontario Street—North Clark Street to North Dearborn, wooden block pavement, 1871.

Park Avenue—Reuben Street to Leavitt, wooden block pavement, 1870.

Pearson Street—Rush Street to east line Sub Lot 7, Lot 10, Block 20, Section 3, wooden block pavement, 1871.

Pine Street—Michigan Street to Chicago Avenue, wooden block pavement, 1869; Chicago Avenue to Whitney Street, the same, 1871.

1869; Halsted Street to Twelfth-street bridge, the same, 1870; Halsted Street to Centre Avenue, the same, 1871; Ashland Avenue to Southwestern Avenue, macadamizing, 1870.

Twentieth Street—State Street to Illinois Central railroad, graveling, 1871.

Twenty-first Street—State Street to Calumet Avenue, wooden block pavement, 1871.

Twenty-second Street—State Street to South Park Avenue, wooden block pavement, 1868; Wentworth Avenue to Chicago River, the same, 1871.

Twenty-fourth Street—Wabash Avenue to Calumet, wooden block pavement, 1871.

Twenty-sixth Street—Wabash Avenue to South Park Avenue, wooden block pavement, 1871.

Twenty-seventh Street—Johnson Avenue to South Park Avenue, wooden block pavement, 1871.

Twenty-eighth Street—Wabash Avenue to Michigan, wooden



WOLF POINT IN 1870.

Polk Street—State Street to Chicago River, wooden block pavement, 1869; Polk-street bridge to Halsted Street, the same, 1870.

Prairie Avenue—Sixteenth Street to Twenty-second, graveling, 1865; Twenty-second Street to Cottage Grove Avenue, the same, 1868; Cottage Grove Avenue to Thirtieth Street, wooden block pavement, 1871.

Quincy Street—State Street to Clark, wooden block pavement, 1870; LaSalle Street to Fifth Avenue, the same, 1871.

Randolph Street—Michigan Avenue to Chicago River, wooden block pavement, 1869; Randolph-street bridge to Halsted Street, the same, 1866; Halsted Street to Union Park, the same, 1871.

Rush Street—Kinzie Street to Chicago Avenue, graveling, 1867.

Sangamon Street—Van Buren Street to Fulton, wooden block pavement, 1869; Fulton Street to Milwaukee Avenue, the same, 1870.

Sedgwick Street—Chicago Avenue to Division Street, wooden block pavement, 1871; Division Street to North Avenue, the same, 1871.

Sheldon Street—West Madison Street to West Randolph, wooden block pavement, 1871.

Sherman Street—Van Buren Street to Harrison, wooden block pavement, 1866; Harrison Street to Taylor, the same, 1869-70; Jackson Street to Van Buren, the same, 1870.

Sixteenth Street—Michigan Avenue to Prairie, graveling, 1866; Michigan Avenue to State Street, wooden block pavement, 1871.

South Park Avenue—Twenty-second Street to Twenty-ninth, wooden block pavement, 1869; Twenty-ninth Street to Douglas Place, the same, 1871.

Southwestern Avenue—West Twelfth Street to western city limits, graveling, 1871.

State Street—Chicago River to Twelfth Street, boulder stones, 1858; Kinzie Street to Michigan Street, wooden block pavement, 1865; Michigan Street to Chicago Avenue, the same, 1867.

Superior Street—Pine Street to St. Clair, wooden block pavement, 1871.

Taylor Street—Clark Street to Wells, wooden block pavement, 1871.

Twelfth Street—Michigan Avenue to State Street, wooden block pavement, 1869; State Street to Chicago River, the same,

block pavement, 1871; Wabash Avenue to State Street, the same, 1871.

Union Street—Madison Street to Milwaukee avenue, wooden block pavement, 1870.

VanBuren Street—State Street to Michigan Avenue, wooden block pavement, 1866; State Street to Chicago River, the same, 1866; Canal Street to South Branch Chicago River, the same, 1870; Canal Street to Halsted, the same, 1868; Halsted Street to Loomis, the same, 1870.

Wabash Avenue—Randolph Street to Twenty-second, wooden block pavement, 1866; South Water Street to Randolph, the same, 1867; Twenty-second Street to Twenty-ninth, the same, 1869.

South Water Street—Michigan Avenue to Wabash, wooden block pavement, 1865; Clark Street to Franklin, the same, 1865-66; Michigan Avenue to Central Avenue, wooden block pavement, 1870.

Washington Street—State Street to Michigan Avenue, wooden block pavement, 1866; State Street to Market, the same, 1870; West Water Street to Elizabeth, the same, 1869; Elizabeth Street to Union Park, the same, 1869; Ashland Avenue to Leavitt Street, the same, 1871.

Warren Avenue—Ashland Avenue to Leavitt Street, wooden block pavement, 1871.

Wells Street—VanBuren Street to Madison, wooden block pavement, 1865; VanBuren Street to Taylor, the same, 1866; Lake Street to South Water, the same, 1866; Lake Street to Randolph, the same, 1867; Wells-street bridge to Chicago Avenue, wooden block pavement, 1869; Chicago Avenue to Division Street, the same, 1869; Division Street to North Clark, the same, 1870.

Western Avenue—Steele Street to Illinois & Michigan Canal, cinderling, 1871.

The first ordinance establishing a grade for the streets was passed in March, 1855. This made the grade of Lake Street 8.62 feet above the level of low water of the Chicago River, as fixed by the Canal Commissioners in 1847.

DEWITT CLINTON CREGIER, who for thirty years has been connected with the Public Works of Chicago; having filled the

position of chief and designing engineer of the Water Works for twenty-five years; city engineer for three years and having entered upon his fourth year as commissioner of Public Works, was born in the city of New York, June 1, 1829. He is the son of John L. and Ann E. (LeFort) Cregier, his mother being the daughter of a well-known French ship-master who was, for many years, prominently identified with the merchant marine of New York. She was also a cousin of Henry Inman, the famous portrait painter, and nearly related by marriage to Daniel Tompkins, at one time vice-president of the United States. When Mr. Cregier was four years of age his father died, his mother surviving but few years, and he being left an orphan at thirteen years of age. Until he was in his sixteenth year he lived with relatives, attending the public schools of New York City, and conducting himself as an industrious, ambitious, sensible lad should. He next tried a clerkship for a time, but mercantile pursuits being evidently distasteful to him, he connected himself with the engineer's department of the steamer "Oregon," running on Long Island Sound, in which position he remained until 1847. Next he entered the machinery department of what subsequently became the famous Morgan Iron Works of New York. Before he abandoned this vocation he had thoroughly mastered the principles of mechanical engineering, and, in 1851, he connected himself with the engineer corps of the United States mail steamers plying between New York, Havana and New Orleans. During the summer of 1853, Mr. Cregier came to Chicago to superintend the erection of the first pumping machinery for the water works, and has had active or general charge of them ever since. During his term of service he superintended the erection of all the machinery now in use at the North-side works, including the magnificent double pumping-engine which has no superior in the world. Since his connection with the water works there has never been an accident which interfered seriously with their operation, with the exception, of course, of the stoppage occasioned by that grand "set back" to all city departments, the great fire of 1871. Mr. Cregier is of a very inventive turn of mind, and is the patentee of a large number of well-known and valued appliances used in connection with the public works. All of the fire hydrants used in the city are of his design. For these, and other improvements, he holds patents which the city uses free of charge. It is certain that few officials in the country can boast of a larger or a more meritorious connection with public works than Commissioner Cregier. Mr. Cregier was married August 2, 1853, to Miss Mary S. Foggan, of New York City. The same day the young couple started for Chicago, where they arrived on the 6th of the same month. They have had ten children, of whom six sons and one daughter are living, viz.: Mary Florence, Nathaniel Banks, DeWitt Clinton, Washington Rogers, Edward LeFort, Charles Knapp and Frederick Quintard. As a Mason, Mr. Cregier is of high standing. His first service was with Blaney Lodge, in 1860. Shortly after he joined it he was elected Senior Warden, which office he held for one year, when he was elected to preside over that body, which he continued to do for six years. He was elected to the office of Senior Grand Warden of the Grand Lodge of Illinois, held the office for one term and was afterward elected Deputy Grand Master for two consecutive terms. In 1870, the fraternity conferred the highest honors in their power to bestow, by electing him Grand Master of the Grand Lodge of the State of Illinois. At the annual communication held in Chicago, in 1871, the Brotherhood further evinced their appreciation of his worth by unanimously re-electing him. He was also a member of the Triennial Committee of the Conclave of Knights Templar in 1880. He is at present a life member and Master of Blaney Lodge, member of LaFayette Chapter, Siloam Council, Apollo Commandery and Oriental Consistory, and an honorary member of twelve other lodges and commanderies. In many of these he has held the highest official positions. He is also a member of the Supreme Council—33° A. A. S. Rite—for the Northern Masonic Jurisdiction of the United States and of the Royal Order of Scotland. In addition he is representative of the Grand Lodge of the District of Columbia, Michigan, Mississippi, Connecticut and Indiana near the Grand Lodge of Illinois, and of the Grand Chapter of the State of New York near the Grand Chapter of Illinois. He is also president of the Illinois Masonic Benevolent Society, president of the Western Society of Engineers, and a member of the American Society for the Encouragement of Arts, Manufactures and Commerce. Soon after the great fire Mr. Cregier, as Grand Master of the State, took charge of the relief fund amounting to over \$90,000, in conjunction with the committee organized to distribute the money and supplies. The subsequent report of the auditing commission, composed of Grand Masters from Pennsylvania, Iowa and the District of Columbia, in connection with the disbursement of the relief fund, was a just tribute to the faithfulness and ability with which the committee, at whose head was Mr. Cregier, administered the trust confided to them by the Fraternity abroad. In fact, both as a

public official and as a broad-minded, broad-hearted man, Mr. Cregier has been continually honored and has steadfastly retained the general confidence in his ability and honesty.

Edward C. Cregier

BRIDGE BUILDING.—In 1857 the Madison-street bridge, South Branch, was built by Gaylord & Co. It was of iron, one hundred and fifty-five feet long, and cost \$42,000. The Clark-street bridge was constructed in 1858. In 1860 a structure was thrown across the river at South Halsted Street, by Fox & Howard, contractors. The bridge was one hundred and fifty feet long, composed of wooden braces and iron chords, costing \$8,500. A bridge similar to the one at South Halsted was built, in 1862, at Clybourn Avenue, North Branch, by the same parties, and also one at Wells Street, over the main river. In November, 1863, the iron bridge at Rush Street, built in 1856, was accidentally destroyed. A drove of cattle were crossing it, when the structure was crushed down on one side, and fell into the river, two of the turn-table wheels being broken and three trusses thrown down laterally. The cost of the ruined bridge, with piers and abutments, was \$50,000. Another bridge at this point was commenced in November, 1863, and completed in January, 1864, by Messrs. Fox & Howard. It was what is known as the wooden-truss bridge, and was two hundred and eleven feet in length. During 1864, also, the State-street bridge was finished. The city had a right of way on the South Side to the river front, but did not obtain the land to extend Wolcott Street (North State) until May, 1864. It was then purchased of the Galena & Chicago Union Railroad Company, and the work of constructing the bridge was placed in the hands of Fox & Howard. The city accepted the bridge in January, 1865. It was one hundred and eighty-four feet in length, and cost \$32,000, and was composed of wooden braces and chords. The piers and abutments were afterward built, and the line of communication between the North and South sides opened for traffic. The viaducts over the railroad formed, with the bridge, one of the most useful improvements of the time. In 1865, the following bridges were built: North Avenue, North Branch, by N. Chapin & Co.; Fuller Street by the same contractors; Randolph Street, South Branch, by L. B. Boomer & Co. The latter was opened for traffic in July. A continuation of the bridge building by years, up to and including 1871, is as follows:

1866—North Halsted Street, North Branch, wooden braces and chords, Fox & Howard, 140 feet, \$7,000; Clark Street, Main River, wooden braces and iron chords, Thomas Mackin, 180 feet, \$13,800.

1867—Chicago Avenue, North Branch, wooden braces and iron chords, Fox & Howard, 175 feet, \$26,700; Van Buren Street, South Branch, wooden braces and iron chords, Fox & Howard, 163 feet, \$18,270.

1868—Lake Street, South Branch, wooden braces and iron chords, Fox & Howard, 185 feet, \$11,450; Twelfth Street, South Branch, wooden braces and iron chords, Fox & Howard, 202 feet, \$44,949.40; Eighteenth Street, South Branch, wooden braces and iron chords, Fox & Howard, 175 feet, \$28,500; Main Street, South Branch, wooden braces and iron chords, Fox & Howard, 152 feet, \$12,450.

1869—70—Division Street, North Branch, wooden braces and iron chords, Fox & Howard, 176 feet, \$15,794.84; Indiana Street, North Branch, wooden braces and iron chords, Fox & Howard, 163 feet, \$48,800; Polk Street, wooden braces and iron chords, Fox & Howard, 154 feet, \$29,450; Western Avenue, West Fork



LOOKING DOWN THE RIVER FROM CLARK STREET BRIDGE.

of South Branch, wooden braces and iron chords, F. E. Canda, 125 feet, \$13,000; Throop-street bridge, Fox & Howard, \$12,649. The Wells-street viaduct was constructed during this year.

1870—Kinzie Street, North Branch, wooden braces and chords, Fox & Howard, 170 feet, \$15,850; Adams Street, South Branch, wooden braces and iron chords, Fox & Howard, 160 feet, \$37,860; Archer Avenue, South Branch, wooden braces and iron chords, Fox & Howard, 152 feet, \$11,500.

1871—Erie Street, North Branch, wooden braces and iron chords, Fox & Howard, 200 feet, \$30,000 (not then in use); Twenty-second Street, South Branch, wooden braces and iron chords, Fox & Howard, 210 feet, \$26,900; Reuben Street, West Fork of South Branch, wooden braces and chords, Fox & Howard, 152 feet, \$11,500. Total original cost, \$511,154.84.



CLARK STREET BRIDGE.

The great fire destroyed the bridges across the main river at Rush, State, Clark and Wells streets, across the North Branch at Chicago Avenue, and across the South Branch at Adams, Van Buren and Polk streets; also the viaducts over the railway tracks at Wells and State streets. The Adams-street viaduct was partially destroyed. The damage to bridges and viaducts, including abutments, center-piers and protections, is estimated at \$204,310.

Contracts were at once entered into to rebuild the bridges destroyed. The following table gives a clear idea of the stupendous work undertaken by the city in the matter of the construction of bridges alone, the date of the report being July 1, 1872:

LOCATION OF BRIDGE.	Part of Work.	Material.	CONTRACTORS.	Date of Contract.	Cost.	When Completed.
Clark Street....	Super-structure....	Wood & Iron	Fox & Howard	Oct. 25, 1871.	\$32,000 00	January 9, 1872.
Van Buren Street.	Sub-structure....	Stone.....	Fox & Howard	Oct. 25, 1871.		
Chicago Avenue.	Super-structure....	Wood & Iron	E. Sweet, Jr., & Co.....	Oct. 25, 1871.	13,200 00	January 12, 1872.
S. Halsted Street	Sub-structure....	Stone.....	Fox & Howard	Nov. 27, 1871.		
	Super-structure....	Wood & Iron	Fox & Howard	Nov. 27, 1871.	20,850 00	June 15, 1872.
Rush Street. ..	Super-structure....	Iron.....	King Iron Brgd. & Mfg. Co.	Nov. 27, 1871.	15,900 00	Nearly completed.
	Protection.....	Pile work...	O. B. Green	Nov. 29, 1871.	5,860 00	February 1, 1872.
Polk Street.	Super-structure....	Iron.....	Detroit Bridge & Iron Wks.	Dec. 26, 1871.	15,600 00	May 17, 1872.
	Sub-structure....	Stone.....	E. Sweet, Jr., & Co.....	Dec. 26, 1871.	23,970 00	June 1, 1872.
Adams Street....	Super-structure....	Iron.....	King Iron Brgd. & Mfg. Co.	Dec. 26, 1871.	12,625 00	June 17, 1872.
	Sub-structure....	Stone.....	Fox & Howard.....	Dec. 26, 1871.	30,274 26	.....
	Super-structure....	Iron.....	Keystone Bridge Co.....	Jan. 1, 1872.	14,880 00	June 18, 1872.
State Street....	Sub-structure....	Stone.....	Fox & Howard.....	Feb. 10, 1872.	.....	In progress.
	Super-structure....	Iron.....	Keystone Bridge Co.....	Feb. 9, 1872.	22,500 00	In progress.
Wells Street. ..	Super-structure....	Stone.....	Fox & Howard.....	Feb. 5, 1872.	.....	In progress.
	Sub-structure....	Iron.....	Fox & Howard.....	Feb. 9, 1872.	.....	In progress.
State street. . .	Viaduct.....	Iron.....	Keystone Bridge Co.....	Feb. 9, 1872.	29,840 00	In progress.
Clark Street. . .	Approach.....	Iron.....	Keystone Bridge Co.....	June 5, 1872.	12,300 00	In progress.
Wells Street....	.....	Iron.....	Robert Stuart.....	May 3, 1872.	.....	.....
	.....	.....	Keystone Bridge Co. . .	Feb. 9, 1872.	12,000 00	Nearly completed.

SAMUEL GEORGE ARTINGSTALL, acting engineer of the city of Chicago, was born on November 26, 1846, in Manchester, England. His parents were John and Ellen (Hall) Artingstall, his father being an architect and civil engineer in high standing. When the son was nineteen years of age Mr. Artingstall died, and he was thrown completely upon his own resources. But even at this early period of his life, his ability was recognized by the appointment which he received of general superintendent of the viaduct, then being built over the canal and London & Northwestern Railroad, at St. Helen's, near Liverpool. The engineer of the work was William Fairbairn, and the contractors, Robert Neil & Sons, of Manchester. Mr. Artingstall was in the service of the latter firm, with whom he remained for a number of years, having in charge, during that period, such important enterprises as the construction of the bridge at Manchester, and the building of the Bolton Cotton Mills, situated in the same county. In 1869, he left Manchester, and came to Chicago, obtaining employment at once as a draughtsman in the city sewerage department. After the fire, he was actively engaged in designing plans for the bridges, especially of those first constructed, such as at North Halsted, Madison, and Randolph streets. The engine and station houses for the accommodation of the Fire and Police departments were also erected from his plans, and under his immediate supervision. William Bryson, who had been connected with the Department of Public Works for nineteen years, and who had the active superintendence in the construction of the tunnels, under City Engineer Chesbrough, died in October, 1875. He had also drawn plans for the West-side pumping-works, from whose drawings they had been but partially constructed at the time of his death. The work thus left uncompleted was taken up by Mr. Artingstall, and he has since, in reality, been the acting engineer for the public works of the city. His formal appointment, however, dates from February, 1882. With the exception of Max Hjortsborg, chief engineer of the Chicago, Burlington & Quincy Railroad, who was run over and killed near Kensington, town of Hyde Park, in 1881, Mr. Artingstall is the only member of the Institution of Civil Engineers (London) who has ever lived in Chicago. Since coming to this country, and since the formation of the association in 1869, he has also been connected with the Western Society of Engineers. Mr. Artingstall was married November 1, 1873, to Susan Archer, formerly a resident of Milwaukee. They have five living children, one son and four daughters.

A. M. HIRSCH, principal assistant engineer, and one of the oldest officials of continuous service connected with any department of public works, was born February 6, 1827, in Wormdit, near Königsberg, East Prussia. He received his early education at the gymnasium of Konitz, his design from the first being to prepare himself as a royal officer in the engineering corps of the Prussian government. After graduating from the gymnasium at Konitz, he studied surveying, and, in 1847, successfully passed his examination as a royal surveyor. He was then employed by the government in building railroads, macadamizing highways and constructing water-works. In 1850, he entered the Architectural Academy at Berlin, where he remained two years and a half. Early in 1853, he passed his examination, having, during this period, served as a volunteer in the Prussian army, and immediately afterward emigrated to New York City. For a short time he found remunerative employment among the architects and surveyors of that city, but, meeting some friends from the Old Country who were on their way to the ambitious city of the West, he was induced to join them and pass on to Chicago. More fortunate than some of his comrades, he immediately obtained a situation

under Roswell B. Mason, chief engineer in charge of the construction of the Illinois Central Railroad. A few months thereafter, he received an appointment as engineer under Colonel J. D. Graham, United States Topographical Engineer, in charge of the Lake Michigan harbor improvements. In this capacity he remained until the spring of 1856, when he entered the service of the city of Chicago as assistant engineer in the street department. He had the honor of drawing the first cross section of a Chicago street, and among other radical improvements which he introduced in early times, was the substitution of the old proportion of grades in bridge approaches (1:10) to the modern and accepted figures of 1:40. For many years Mr. Hirsch has had the active management of this important branch of the Department of Public Works, his official title now being Principal Assistant Engineer. He is one of the very few now living who resided in old Fort Dearborn, he lived there during the years 1854-55. He married Miss Matilda Hildebrand, of Kiel, Germany. They have three children living—Alfred A., James H. and Clara S. Alfred A. (now traveling salesman for J. V. Farwell & Co.) married Miss Matilda Schaefer, of St. Louis (her father, Colonel Schaefer, was killed at the Battle of Murfreesboro, Ky., during the late civil war). They have one child, a daughter, Cora. James H. (now with Clement, Bane & Co.) married Miss Anna Fox, of New York City; her father, Charles Fox, was superintendent of the Singer Manufacturing Company, at South Bend, Ind., and died of consumption at Denver, Col. They have one child, a daughter, Verna Mae.

RIVER TUNNELS.—If he is interested in the bridge question, the general reader will remember how sectional jealousies entered into, and raged around the question of locating the early bridges of the city. But by 1857-58 the marine interests of Chicago had increased so prodigiously, that all local feelings in the breasts of landmen had been thrown aside; and all the pugnacity of the city was divided in the fierce warfare which raged between river navigators and those persons who were obliged to use the thoroughfares. What constituted the respective rights of land travelers and water travelers, and what was their relative importance in the community?—this was the question which vexed the

any kind. The next kind of bridges were similar to the present ones, turning on their centers, but placed so low as scarcely to allow a canal boat to pass under them, and had to be opened for every tug or larger vessel. As the population and commerce increased, the crossing of the river was more and more frequently obstructed by the passage of vessels; but the rights of navigation were considered paramount to all others on the river, and vessels could not be detained at all by the bridge, no matter what number of vehicles or individuals might be prevented from crossing. The first interference with the absolute rights of navigation was in requiring the tugs to lower their smoke stacks when passing under the bridges that had been placed high enough. There was quite a rebellion against it by the tug masters for a day or two, but it soon ended, and there has been none since, against so reasonable a regulation. This reduced the necessity of opening the bridges so often, and consequently afforded much relief. As the business of the city increased, the obstruction to the land travel in crossing the river was greatly increased, notwithstanding the raising of the most important bridges. * * * * * Early efforts were made to set on foot projects for constructing tunnels under the river, and thus avoiding the inconvenience of waiting at the bridges for the passage of vessels. In 1853, a company for the purpose having been formed, with the Hon. William B. Ogden at its head, plans were proposed for such a work, both in masonry and iron. Among these plans were those of Messrs. William Gooding, E. F. Tracy, and Thomas C. Clarke. Had the company constructed the work, it was their intention to adopt Mr. Clarke's plan, which was for a wrought iron tunnel; because its estimated cost was less than that of a tunnel in masonry, and it could have been constructed without much interference with navigation. Owing to the more general adoption of turn-bridges about this time, the great necessity for tunnels was removed, and the probability of their yielding a satisfactory income much diminished.

For the general benefit of the public, red and green signals were introduced under the ordinance of June 4, 1860, and, under the law of October 7, 1861, bells were placed on Rush, Clark, Wells, Lake, Randolph and Madison-street bridges. But still the bridge-tender was an unruly member of the municipal body. He had the people under his thumb, as it were, and previous to 1868 the city had no control over him. On April 22, 1867, the ten-minute ordinance was passed, and business on the land once more moved along with some regularity, during the busy season of navigation on the lakes and rivers. The vessel men, however, were now delayed quite materially, and consequently they brought the question before the Illinois Supreme Court, to test its legality. The action of the Council was sustained. In April, 1868, the friends of the tug men and vessel owners in the Common Council attempted to repeal the ordinance of 1867, but were unsuccessful in their efforts. This celebrated ordinance, which may be called the ground work of all subsequent bridge legislation, provided that vessel owners, bridge-tenders, or officers, found guilty of a violation of its provisions should be liable to a fine of \$100, and to imprisonment in the city bridewell for three months.

Although this legislation had its effect in bringing a certain amount of relief, various tunnel projects, which were advanced, and some of them which were almost brought to a conclusion previous to 1868, indicated that the public were convinced in what direction lay the most permanent solution of the difficulty.

As early as April, 1864, the Chicago Tunnel Company petitioned for the passage of an ordinance authorizing it to construct tunnels under the Chicago River at Franklin and Lake streets. Pending the action of the Council on this ordinance, the Pittsburgh, Fort Wayne & Chicago Railroad Company petitioned for the construction of a free tunnel at Adams Street, offering to subscribe \$25,000 toward it, or \$15,000 for any other street as far north as Washington, provided that Adams Street between Canal Street and the river should be vacated. On the 14th of November, a petition was presented for the passage of an ordinance appropriating



RANDOLPH AND LAKE STREET BRIDGES.

public for many a long and weary month. So far as it related to the question of the conveniences of land travel, the problem was to be partially solved by the construction of the two river tunnels. City Engineer Chesbrough made the following statement, showing what early attempts were made to bring the reform about:

The first bridges across the river were floating structures, and, of course, when closed could not allow the passage of vessels of

\$100,000 to construct a tunnel at Washington Street. In January, 1865, the ordinance was passed to issue \$100,000 in city bonds, provided \$100,000 could be



WASHINGTON-STREET TUNNEL.

raised by subscription. Plans for it had been approved, bids received, and the contract was about to be awarded for its construction, in June, when it was discovered that there was no legal authority for building it at all. These difficulties were obviated by the passage of the legalizing ordinance, and the contract was awarded to James H. Moore. By March, 1866, however, it became evident that the subscription of \$100,000 had failed of being raised, and the City Council therefore fell back upon the Adams-street tunnel, the railroad offer being still open.

State, Franklin and Clark streets were next favored with the attention of the city fathers, but in July they returned to their first plan, and requested the Board of Public Works to proceed as soon as possible with the construction of the tunnel on Washington Street. Bids were again received, the contract being awarded, in August, 1866, to Messrs. Stewart, Ludlam & Co., for \$271,646. The contractors broke ground west of the river October 2 and east of the river October 11. They excavated to a depth of thirty-seven feet just east of the river and removed a large portion of the earth as far as Market Street. West of the river they removed the earth from the upper portion of the cut between Clinton and West Water streets. They also accomplished other work, but, on account of an insufficient supply of funds, which were, at last, completely cut off, it was entirely abandoned in May, 1867. The excavation then caved in, and after the city had expended over \$20,000 upon the enterprise, everything was as if it never had been. New plans and specifications were prepared, and in July, 1867, the contract was awarded to J. K. Lake for \$328,500. Operations were commenced July 25, the foundation of the main archway, east entrance, being begun on the 13th of August, and the key-stone put in October 31. The masonry on the main arch east of the river was carried to near the middle of Market Street, when, owing to the severity of the weather, work was suspended for the winter. Operations were continued during 1867,

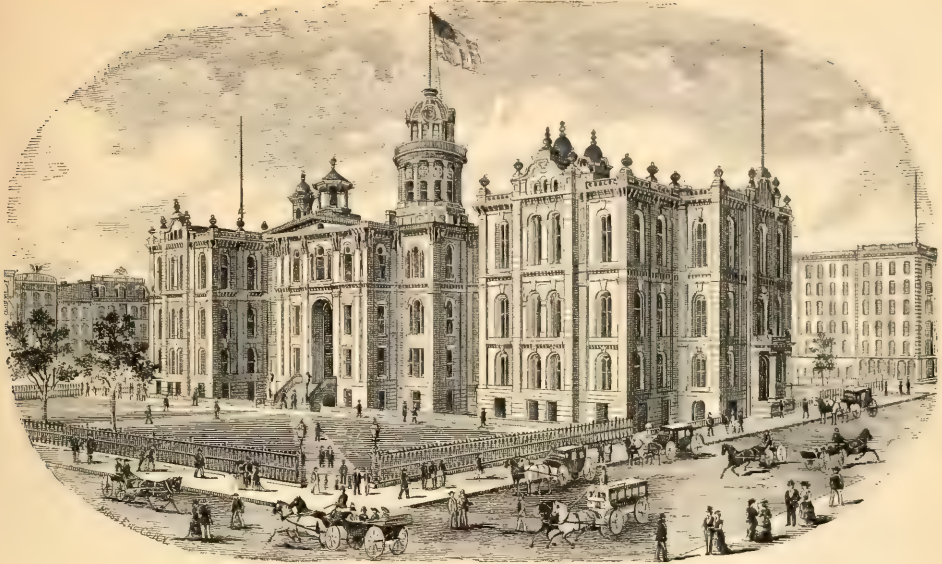
with slight interruptions, Mr. Clark withdrawing from the contracting firm, and A. A. McDowell being admitted. In the spring of 1868, the contractors having prepared improved machinery, prosecuted the work night and day, until it was completed. Yielding of braces, leaks in the coffer-dams, and other drawbacks, which often accompany such undertakings, delayed the final completion of the tunnel until January 1, 1869. The day was celebrated by the contractors taking the Mayor, City Council, Board of Public Works, Fire Department and other public officials through it. Much pains had been taken to prevent leakage through the roof of this tunnel, by the use of asphaltum, and through other portions of the arch by a composition of coal tar, lime, etc.

The tunnel is located with its center line in the middle of Washington Street. The eastern approach commences in the center of Franklin Street, and the western terminates in the center of Clinton Street, thirteen and a half feet above low water line. The bottom of the tunnel below the center of the river bed is 32.4 feet below the line. There are three passage ways, the south one for foot passengers and the other two for horses and vehicles. On each side of the river, two hundred feet apart, was a wall of rubble masonry, built to provide for the prospective widening of that stream. At the eastern and western ends of the covered passage way there was the face-wall extending up to the surface of the street. The surface drainage of the tunnel was carried through pipes into several wells, the one at the east end under the river section being carried up to the street grade, in the form of a shaft enclosed in the stone abutment. Through this shaft the water that collects in the well is pumped by machinery into the chamber above, which is built for that purpose. The total cost of Washington-street tunnel is placed at \$517,000. Its length is 1605 feet. In the preparation of plans and estimates for the tunnel E. S. Chesbrough was assisted by William Thomas, architect. In November, 1866, William Bryson was appointed resident engineer.

LaSalle-street Tunnel.—In 1869, the plans for the LaSalle-street tunnel were prepared by William Bryson, and the contract for its construction awarded to R. E. Moss, George Chambers and A. J. McBean; the two



STATE STREET, LOOKING NORTH FROM LAKE STREET.



THE COURT-HOUSE BEFORE THE FIRE.

latter gentlemen fulfilling the contract. Work was begun November 3, 1869, on the north coffer-dam and by the last day of March, 1870, the masonry was completed from the center of the river to a point fifty feet north of the north dock line. With the exception of a change in grade from 1 in 16 to 1 in 20, the liberal use of asphaltum for the brick beds, and a headway two feet higher, this subterranean passage varies little from the Washington-street tunnel. The LaSalle-street tunnel was opened to the public July 4, 1871. Its length is 1890 feet and its cost was \$566,000. The fire of October warped the railing around the open approaches to the tunnel, as it did that of the east approach of the one on Washington Street, rendering a considerable portion of it unfit for anything but scrap iron. The stone coping was also somewhat damaged.

ELLIS S. CHESBROUGH, as the constructor of the two lake tunnels, stands among the world's great civil engineers. Previous to coming to Chicago, most of his professional life was passed upon eastern railroads. He was the son of Isaac M. and Phranza (Jones) Chesbrough, and on account of his father's failure in business, Ellis lost much schooling which otherwise would have been given him, working for various mercantile establishments in the city of Baltimore, where he was born, and where he spent his days up to his seventeenth year. At the age of fifteen his father became one of a company of engineers employed by the Baltimore & Ohio Railroad Company, and, through his influence, the son also obtained employment in the same line and with the same corporation. Ellis remained with the Baltimore & Ohio Railroad Company until 1830, when he entered the service of the State of Pennsylvania, in the survey for the projected Allegheny Portage Railroad. During the succeeding eleven years he was employed on the Patterson & Hudson, the Boston & Providence, the Taunton Branch, and the Louisville, Charleston & Cincinnati railroads, being a member of the engineering corps of Captain, afterward General, William Gibbs McNeill. In 1840, Mr Chesbrough was appointed superintendent of construction of the last named railroad, and held that position until the line was completed to Columbia, S. C. He then went to Providence, R. I., where his father resided, and, after spending a few months in the shops of the Stonington Railroad Company, was thrown out of employment by stress of hard times, tried farming and failed, and finally,

in 1844, returned to his profession. In 1846, he was appointed engineer of the Water Commissioners of Boston, and upon completing the structures along the line of the Cochituate aqueduct, was elected Water Commissioner, and subsequently City Engineer. Having been appointed chief engineer of the Board of Sewerage Commissioners of Chicago in December, 1855, Mr. Chesbrough presented a plan for a sewerage system of the city, which was adopted by the municipal authorities, and fixed his reputation as an expert in that specialty throughout the country. The next year he went to Europe to obtain information relative to the drainage of cities, and his report was published by the Board, and has been considered standard authority on the subject ever since. In 1861, when the sewerage and water systems of the city had become so cumbersome as to require a larger governing organization, a regular board of public works was established, Mr. Chesbrough being chosen chief engineer, and subsequently city engineer. The latter position he retained until succeeded by Dewitt C. Cregier, four years ago. The wonders which he accomplished for Chicago during that period, are detailed in that portion of the corporate history devoted to the grand march of public improvements from 1861 to 1882. For the past few years Mr. Chesbrough has retired from the active duties of his profession. His wife, formerly Miss Elizabeth A. Freyer, of Baltimore, Md., whom he married in 1837, is still living.

SEWERAGE SYSTEM.—Previous to the organization of the Board of Public Works, about 54.5 miles of sewerage had been constructed—6.02 miles in 1856; 4.86 miles in 1857; 19.29 miles in 1858; 10.45 miles in 1859; 13.07 miles in 1860; and .53 miles in 1861. Although but 2,826 feet were constructed in 1861, three fourths of this amount was built by private, and interested parties. The board had no resources from which to draw, and suit was commenced against the Sewerage Commissioners for \$58,882.84, on orders which the Marine Bank refused to pay at par, and for \$107,746.53 against S. Lund, treasurer of the late board. In 1862, about three miles of sewers were constructed, principally of brick. The balance of the account due from S. Lund, now found to amount to \$108,696.53, had not been obtained. After the year 1863, when the finances of the city were somewhat embarrassed, the construction of sewers and the growth

of the system progressed favorably. Following is a table covering the period, commencing with the time the Board of Public Works assumed charge, up to and including 1871, the figures for 1861 being the number of feet constructed up to that year, with cost :

YEAR.	FEET BUILT.	COST.
1861	283,586	\$665,188 46
1862	2,856	3,617 31
1863	15,676	57,264 51
1864	39,605	160,299 29
1865	25,021	87,221 48
1866	29,948	137,043 02
1867	48,127	225,564 53
1868	89,661	416,730 51
1869	47,841	197,152 92
1870	139,705	654,141 26
1871	78,166	258,664 70
Totals	800,192 ft. or 151 288-528ths miles.	\$2,872,487 99

The damage to the sewerage system, by the great fire, was comparatively light, consisting of injury to man-hole and catch-basin covers, and in the extra expense occasioned in cleansing sewers and basins, caused by the deposits of lime and debris from burnt buildings. The loss in this department is estimated at \$42,000.

THE CITY HALL.—The joint building which had been completed in 1853 by the city and county for their municipal purposes, after a few years was found to be entirely inadequate to the public wants; and in 1869 the Board of County Commissioners and the Common Council of the city agreed upon an enlargement. Two wings and an additional story were added to it, and these were completed during the year 1870. The west

bought from the county, together with the cost of remodeling and furnishing, was \$467,000. The original building was of marble, from the Lockport quarries of New York. The additions were built of the stone from the well-known Lemont quarries of Cook County.

THE WATER SYSTEM.—THE LAKE TUNNEL.—The early settlers of Chicago were ever gazing toward Lake Michigan as the source from which, as a people, they were eventually to be saved from the vileness of their then water "privileges." Up to 1858 they had not gone more than a few rods from the shore; nor did they make the attempt for some years thereafter. It seemed to slowly dawn upon the municipal authorities that, as servants of the public, they were called upon to look to the quality as well as the quantity of the drinking supply. Two new reservoirs, each having a capacity of half a million gallons, were erected in 1858, one being placed in the North and one in the West Division of the city. During that year the average daily supply was three million gallons. For several years the operations of the old works were uniform and satisfactory, except at periods during the coldest weather, when vast quantities of fish and ice collected at the mouth of the inlet pipe and threatened to cut off the supply entirely. The Board of Water Commissioners having met the immediate wants of the community as to quantity, now began seriously to consider the question of purity of the water supply. Surveys and estimates of various improvements were made.

During 1860 five plans were submitted to the Council for attaining the requisite purity. First, by extending a pipe one mile out into the lake; second, by building a tunnel one mile under the lake; third, locating the pumping works at Winnetka; fourth, by the construction of filter beds; fifth, by the erection of a subsiding reservoir. The suggestions did not receive much attention, but the people continued to cry for the purest water which could be obtained. The next year (1861) E. S. Chesbrough, as the newly appointed city engineer, submitted to noted chemists a number of samples of water, taken from the lake and river. One fact was ascertained which, at first, gave rise to some surprise, viz., that water taken from near Clark-street bridge, in the spring, was found purer than that taken from the lake, one mile from Cleaverville. This was afterward explained, on the ground of "freshets." The investigation continued from early in the spring to late in the fall, and the fact was demonstrated that the water of Lake Michigan, some distance from the shore, was superior in every respect to that used by any other city, and could not be excelled.

In 1862 Mr. Chesbrough made an elaborate report to the Common Council in regard to obtaining a better water supply, and then for the first time forcibly pointed out the benefits of the tunnel system, which he subsequently carried to a splendid engineering triumph. Meanwhile the water supply had increased from about three million of gallons daily, in 1858, to 6,400,000 gallons in 1863. The tunnel plan having been adopted in June of that year, an exploration of the lake bottom was commenced by Mr. Chesbrough, about twenty feet from shore. It was ascertained that the underlying stratum was a thick bed of blue clay, for some distance to the eastward. At about three-quarters of a mile from the shore, a boring



INTERIOR OF COURT-HOUSE RUINS.

half of the court house as it stood, was purchased outright by the city from the county, and entirely remodeled. This, with the additions, gave room for all the city officers, except those of the Board of Education. The cost to the city of its portion of the addition, including the purchase money for the half

was made through the upper layer of sand and the thirty feet of blue clay, the water at that point being twenty feet deep. Two miles and a half east of the Water Works, at a point where is located the present crib, the strata revealed no change of consequence. The water in this locality was thirty feet deep, and as clear and cold as if flowing from living springs. At a depth of thirty-six feet the water was $51\frac{1}{2}^{\circ}$ in temperature, while it reached 60° on the surface. The revised city charter of February, 1863, had authorized the extension of aqueducts and inlet pipes into the lake and provided for their protection. Mr. Chesbrough's plan was formally adopted by the city, in September of that year. Proposals for constructing the tunnel were received on the ninth of that month. The contract was awarded to Messrs. Dull & Gowan, of Harrisburgh, Penn., their bid being \$315,139. That firm assumed all risks, incident to such works. The tunnel was to be completed November 1, 1865.

The inaugural ceremonies attending the breaking of ground for the tunnel took place March 17, 1864. Mayor Sherman, after addressing the people present, took a pick and, breaking the ground, declared the great work commenced. The majority of the Common Council, Messrs. Letz and Rose of the Board of Public Works, City Engineer Chesbrough, Comptroller S. S. Hayes, Dewitt C. Cregier, chief engineer of the water works; Colonel James Gowan and James J. Dull, contractors; U. P. Harris, chief engineer of the Fire Department, and others, were present. Each public official took a shovelful of earth and, placing it in a wheelbarrow, transferred that vehicle to Messrs. Dull & Gowan, the contractors, thus symbolizing the fact that the undertaking had been placed in their hands. After breaking ground the shore shaft was sunk. It was originally intended to construct the shaft wholly of brick, running it down from the surface of the ground to a depth of fifteen feet below the level of the lake; but the fact that a shifting quicksand had to be passed through, compelled them to abandon that plan of operation. The contractors were, therefore, authorized to run down an iron cylinder, of the same dimensions as the center of the crib, to a depth of twenty-six feet, and to the bottom of the sand bed. This inlet cylinder was nine feet in inside diameter. It was put down in four sections of about nine feet in length. From the shore shaft the tunnel extended two miles out in a straight line, at right angles with the shore. Excavations were commenced immediately after the ground was broken. In July, 1865, the giant crib* for the east end of the tunnel was launched, in the presence of Governor Oglesby and a large concourse of citizens. After being towed out in safety, two miles from the shore, it was there sunk. With regard to the character of the work, the material met with in the process of excavation was stiff blue clay throughout, so that the anticipation of the contractors in this respect was fulfilled. The soil was found to be so uniform, that only one leakage of water through the tunnel ever occurred, and that only coming at the rate of a bucketful in five minutes. This occurred in September, 1865. From that time no accident of any importance transpired. There were two or three slight escapes of gas. The first brick was laid at the crib end on the 22d of December, 1865, and on the last day of the year the workmen began to excavate from that end, at which time they had already 4,825 feet done from the shore. From

that time the work progressed steadily and with few interruptions.

In the early part of November, 1866, when within a few feet of meeting, the workmen, for the first



EXTERIOR VIEW OF COURT-HOUSE RUINS.

time, discovered sand pockets, which caused leakage, and delayed the final blow until December 6, 1866, when the last stone was placed by Mayor J. B. Rice. A large flag floated from the cupola of the old ante-fire Court House, in which building the Board of Public Works had their office. It was in honor of the final closing up of the tunnel arch at the point where the crib and shore sections met. The Board of Public Works had previously extended invitations to the Common Council, Board of Education, and many other prominent citizens, to witness the ceremonies.

At the time fixed, about two hundred of the guests were on the spot, awaiting anxiously the rare adventure before them. The invitations stated that a number of the guests were to make a tour of the tunnel from the shore shaft to the crib, and return by the lake, on board tug-boats, while others went out to the crib first, and returned by the tunnel railroad. Thousands of people were on the spot who had not received invitations, and who, of course, could not make the interesting voyage. The Board of Public Works had managed to have two trains of cars pass through the tunnel, from the shore to the crib, one leaving the shore shaft at ten o'clock, and the other at half-past twelve; also to have a tug-boat leave State-street bridge at corresponding hours for the crib. Twenty-one earth-cars were put in readiness for the tunnel, or subaqueous, trip, and the tug-boat "S. N. Crawford" was chartered for service for the super-marine voyage. The hour for starting was ten o'clock, at which time the entire party were on hand, full of eager expectation. When the hour arrived, J. B. Rice, then mayor, the general members of the Board of Public Works, the Common Council, and as many of the guests as could ride in the first train, were lowered into the shore shaft, where they entered the cars. The Mayor took the first car, and the other members of the party arranged themselves in the train, four persons occupying a car, one sitting in each corner. As the memorial stone was to be inserted upon the south side, the passengers were seated so as to face that point of the compass. The motive power of the train was a mule, which could be dimly discerned in the gloom ahead. When all was in order, the train started off through the tube-like passage, the mule cantering along

* In the construction of the crib, 675,000 feet of lumber and 200 tons of bolts and iron fastenings were used.

at a rapid pace. At the distance of a mile and a half from shore, the exact point where the two tunneling parties met, the train stopped. The Mayor and members of the Board of Public Works left their seats and advanced to the spot. Mr. Kroschell, the city inspector, said :

"Mr. Mayor, and Members of the Common Council: You have arrived at the spot where the two ends of the work are to be closed up. It only remains for you, Mr. Mayor, to place the last stone in position in this work, and we are going to help you to do it."

Mayor Rice then came forward, and, amid the cheers of the guests, spoke as follows:

"Members of the Board of Public Works, of the Board of Aldermen, Gentlemen, Contractors, and Fellow Citizens: At the commencement of this important work, the Mayor of the city, being its chief officer, and supposed to represent the sentiments of all our citizens, was appointed to remove the first shovelful of earth, thereby introducing the work, and showing the world that the great undertaking should be done. Now that this portion of it is completed, I have the great pleasure and the honor, as Mayor of the city, in like capacity to put the last finishing stroke upon this work, which is intended, as I understand, to show the world that the citizens of Chicago, through me, give this great enterprise their approval."

His Honor then took the trowel and the stone, a perfectly white block of marble one foot long by six inches wide, inscribed with the words, "Closed December 6, 1866," and deposited the key-stone in its final resting place, remarking further, as he did so:

"Now, gentlemen, in behalf of the City of Chicago, I place the last stone in this great tunnel—the wonder of America and the world."

A number of pieces of American coins were deposited inside the stone by the guests, when the Mayor continued:

"Gentlemen, I announce to you all that the last stone in this great tunnel is laid, and that the work is completed."

It was now eleven o'clock, and the party, re-entering the cars, were soon at the crib shaft, appearing somewhat blinded by the light as they ascended from beneath the lake. The party who came by the tug were already there, and many were the congratulations exchanged. In a short time the second train from the shore arrived,

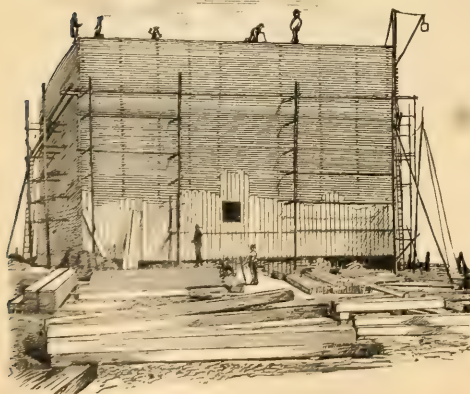
and the passengers were also elevated to the large room in the crib. At this juncture the cannons boomed, being fired simultaneously from the crib and shore. Some little time was spent in examining the wonderful structure, and then the regular order of exercises proceeded. J. G. Gindele, then president of the Board of Public Works, addressed the visitors in a brief speech. In response, Mayor Rice said:

"Members of the Board of Public Works, Aldermen of the City of Chicago, and Fellow Citizens, one and all: The remarks last made by the President of the Board of Public Works render it unnecessary for the Mayor of Chicago to speak a word; but, as I am here, I would gladly testify with such weak words as I can use, my appreciation of the wonderful work of which I have seen the completion to-day; and with heartfelt joy I stand here among you to-day—this day of gladness,—made doubly glad by the genius of man. This great work is completed. We have seen it. It is now a means of furnishing every inhabitant of the city of Chicago with pure, sweet water; and a supply in excess of the demand, sufficient for a million of inhabitants more. All honor and thanks to the men who conceived, and to the men who executed this great work. And I would congratulate the citizens of Chicago, here, that they have the healthy winds of our boundless prairies, that they have the life sustaining bread of our perfectly cultivated fields, that they have the pure refreshing water of our mighty lake, all of which tend to make Chicago the most favored of cities. I do not intend to enter into statistics as to when the tunnel was commenced, how it has progressed, how difficulties have been met with at every turn, how these difficulties have been surmounted, how men doubted at its commencement, how these doubts are forever set at rest; but I will unite with you all in saying: Hail! Chicago, metropolis of the great West, vast in her resources, fortunate in her citizens, whose genius, industry and integrity secure to us the use of all those advantages and blessings which are vouchsafed to us by the Creator and Dispenser of all the things which we have."

Addresses were also made by Aldermen Holden and Clark, and D. D. Driscoll, the corporation attorney. Mr. Chesbrough likewise made a short speech, in which he claimed that great credit and praise were due Messrs. Dull & Gowan, the contractors, upon whom the responsibility of the work rested. After partaking of a fine collation, prepared in the kitchen of the crib, the party who came by the tug started for the shore, via the tunnel railroad, and the Mayor, aldermen, etc., took passage on the tug.

The total cost of the tunnel to the city was \$464,866.05.

THE WATER WORKS.—The grounds upon which were erected the buildings of the water works of 1867, were bounded by Chicago Avenue, Pine and Pearson streets, and the lake.* They had a frontage of two hundred and eighteen feet on Pine Street, and extended from the lake westward a distance of five hundred and seventy-one feet. When, in 1863, it became evident that additional machinery would be required, in order to embrace the tunnel system, and otherwise extend the operations of the water works, it was found that the dimensions of the old building, pump-well and foundations would not admit of any such extension. Plans and specifications for a new engine, boiler, etc., were prepared early in 1864, and in July the contract was awarded to George W. Quintard, proprietor of the Morgan Iron Works, New York City. Various plans were suggested by which the new buildings required for the more extensive system could be erected, without disturbing the supply of water furnished the city by the old works. In pursuance of the plan finally adopted, the preliminary work of removing the north boiler and brick smoke-chimney, the wall of the main building, the boiler house and a portion of the water-tower of the old works, was commenced in March,



CRIB BEING BUILT.

*Most of the facts in regard to the construction of the water-works buildings are from the official reports of Dewitt C. Cregier, engineer under E. S. Chesbrough.

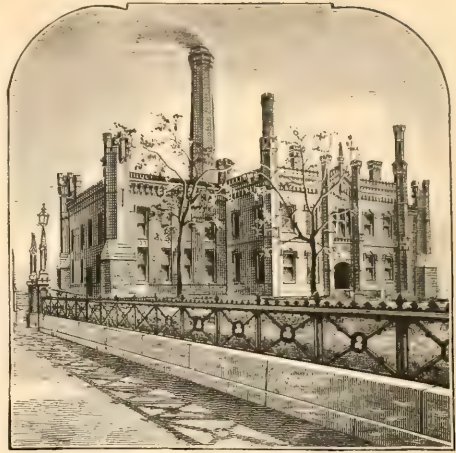
1866. Upon the site thus prepared a pump-well was sunk to the depth of twenty-one feet, being completed in March, 1867. The structure was located within a dozen feet of one of the engines then in use, and on account of the yielding nature of the soil, the work was proceeded with cautiously but successfully.

On March 25, 1867, water was first let into the tunnel. On that day the new water works were formally inaugurated by the laying of the corner-stone of a new tower, situated half a block west of the old one, and subsequently completed to a height of one hundred and thirty feet. Within this tower was to be constructed an iron column, three feet in internal diameter, to the top of which the water would be forced from the tunnel by the powerful machinery then being built. The water was thence forced by its own pressure through the mains, and to the tops of the highest buildings in the city. In consequence of the delay in completing the north wing of the main building, and the unfinished condition of the connection of the tunnel with the new pump-well, as well as the laying of the connecting mains between the engines and new water-tower, the engine was not used for some time after it was completed. On the 20th of July, 1867, the work alluded to had so far progressed as to admit water to the new pump-well, and the engines were put in operation.

The first stone for the engine foundations was set October 6, 1866, and the work completed during the following month. A new engine was now being built, in addition to the two then in use, it being constructed by George W. Quintard, proprietor of the Morgan Iron Works, New York City. The entire cost was \$112,350. It was first brought into play in July, 1867, and had a capacity of eighteen million gallons daily.

In the fall of 1867, the city commenced to erect a machine shop for the manufacturing of hydrants, stop valves, and for doing other work connected with the water system. The building was completed in February, 1868. It was two stories high, built of brick.

During the early part of 1869, the building for the new pumping works, and the beautiful water-tower, were completed. The former was erected upon the site of the old works, and owing to the care necessary to guard against accident to the water supply, operations had naturally been conducted slowly. The style of architecture was castellated Gothic, with heavy battlemented corners, executed with solid rock-faced ashlar stone and cut-stone trimmings, all the details being of a massive and permanent character. The dimensions of the engine-room were one hundred and forty-two feet long, sixty feet wide, and thirty-six feet in the clear. The central portion of the main front was divided into two stories, the upper part being devoted to draughting rooms and sleeping apartments for the engineers. The lower part was divided by the main entrance. A large reception room, engineers' offices, etc., comprised the ground floor. The roof of the main building was constructed of massive timbers, covered with slate and pierced with the necessary ventilators. Midway between the floor and ceiling, and extending around the entire interior space of the building, was a handsome gallery, from which could be viewed the operations of the engines. Below the main floor of the principal building there was a space extending over the whole area, nine feet high, in which were located the pumps, delivery mains, etc., and from which the pump-wells, connected with the lake tunnel, descended. The boiler rooms were placed nineteen feet apart, and were situated in the rear of the main building. Between the boiler rooms was the smoke-stack,



WATER-WORKS BUILDING.

which rose to a height of one hundred and thirty feet from the ground.

About one hundred feet to the west of the main building was the imposing water-tower. The exterior of the shaft was octagonal and rose one hundred and fifty-four feet from the ground to the top of the stone work, which terminate in a battlemented cornice. The whole was surmounted by an iron cupola, pierced with numerous windows, from which might be obtained a magnificent view of the lake, the city and surrounding country. The exterior of the tower was divided into five sections. The first section was forty feet square and surrounded the base of the shaft. The floor and roof of this portion was of massive stone, the latter forming a balcony. The bottom of the interior was hexagonal. Here the base-piece of the stand pipe (a casting weighing six tons) was placed, having six openings, supplying thirty-inch gates, to which the water mains were connected. From this base a thirty-six inch wrought iron stand-pipe ascended to a height of one hundred and thirty-eight feet. Around this pipe was an easy and substantial iron stairway, leading to the cupola on the top, and lighted throughout with alternating windows. The whole structure was looked upon as thoroughly fire-proof, being composed wholly of stone, brick and iron. Much credit was justly accorded to W. W. Boyington, the architect of the buildings, for the professional skill, taste and judgment displayed in the work entrusted to him.

The year 1869, then, marks the virtual establishment of the second system of Water Works, although it has since been extended to such magnificent proportions, to keep pace with the wonderful growth of the city, that the fine accomplishments of the past are lost sight of in the splendid achievements of the later period. Up to March 31, 1869, the cost of the water system, including all expenditures for works then in progress had been \$3,146,383.14; this expenditure having been met by the issuing of over two million and a half in bonds, and by water rents. During the year 1868-69 thirty and a half miles of water pipe were laid, making over two hundred and eight miles then in use. Even then the extent of pipes laid exceeded that of any cities except New York, Brooklyn and Philadelphia. One important improve-

ment suggested at this time, and subsequently carried out, in order to meet an insufficient supply of water, was an extension of the system of two-foot mains around the three divisions of the city, making, in fact, a continuous main of about thirteen miles in length.

In October, 1869, the plans and estimates for the establishment of the West-side water works, on the corner of Twenty-second Street and Ashland Avenue, were submitted to the City Council. But as they were not completed until six years thereafter, a history of this important extension of the water service must be deferred to the third volume.

During 1870-71, the tunnels under the canal and river at Division Street, and under the river at Chicago Avenue, and at Adams Street, to accommodate the water mains passing to the West Division of the city, at these points, and the tunnel under the South Fork of the South Branch at Archer Avenue, for the water main passing to the southwestern portion of the city, were all completed and put in use. The grounds at the water works were fenced and preparations made to beautify them. A fourth engine, constructed in Pittsburgh, of thirty-six million gallons daily capacity, was also in place at the works and nearly ready for use. It was designed to increase the combined capacity to seventy-one million gallons.

The great fire of 1871 swept away most of the buildings connected with the pumping works, damaging the machinery so badly that the water supply (and therefore all means of checking the conflagration) was cut off. The loss on buildings and machinery was about \$75,000. The machine shop connected with the works, including much valuable machinery was almost a total loss, while the damage to the North and South Side reservoirs was some \$20,000, and nearly three miles of water-service pipe were melted or otherwise injured. The total damage to the water works system was \$248,910.

While the three engines were disabled, a partial supply of water was furnished some sections of the city by pumping into the pipes from the river, at different points, and by making connections with wells at the corner of Western and Chicago avenues, at Wahl's glue factory, at the Northwestern Distillery and at Lincoln Park. Many of the inhabitants living in the vicinity of Union and Jefferson parks obtained their supply from the artificial lakes, thus preventing much threatened distress. The damage to the engine house was repaired, the machine shop reconstructed upon the old foundation, and the engines so promptly put in working order that the one of 1867 was running October 17, 1871; that of 1857 on November 10, and that of 1853 on the 30th of November.

The following table shows the amount of assessments for the maintenance of the water system made by the Board of Public Works since it was created, in 1861, up to the time of the fire—the fiscal periods end with April 1 for the years specified:

1862	\$42,635 49
1863	46,493 67
1864	389,169 31
1865	103,576 35
1866	802,574 56
1867	317,266 18
1868	1,354,436 48
1869	2,395,683 03
1870	2,836,852 48
1871	2,359,835 89
Total	\$10,648,463 44

The following table will show the great strides

which Chicago has made in the development of her water system from 1858 to 1871, inclusive, the period covered by this volume:

YEAR.	Daily Supply Gallons.	Estimate made in 1851, based on 35 gals. per inhabitant.	Capacity of Works.	Revenue.	Miles of pipe laid.	Miles of pipe in use.
1858	2,991,413	2,340,000	20,000,000	\$102,179		72.4
1859	3,877,119	2,520,000	20,000,000	122,048	12.7	85.1
1860	4,793,525	2,700,000	20,000,000	131,162	5.9	91.0
1861	4,841,520	2,880,000	20,000,000	150,290	4.3	95.3
1862	6,074,739	3,060,000	20,000,000	150,920	9.6	104.9
1863	6,400,298	3,240,000	20,000,000	190,886	10.5	115.4
1864	6,913,259	3,420,000	20,000,000	224,246	11.9	127.3
1865	7,610,459	3,600,000	20,000,000	252,441	13.9	141.2
1866	8,681,536	3,780,000	20,000,000	301,124	11.0	152.2
1867	11,562,273	3,960,000	20,000,000	337,468	22.6	174.8
1868	14,724,999	4,140,000	38,000,000	420,656	33.8	208.6
1869	18,633,278	4,320,000	38,000,000	476,968	31.3	239.9
1870	21,766,260	4,536,000	38,000,000	539,318	32.5	272.4
1871	23,464,877	4,752,000	38,000,000	446,265	15.3	287.7

RIVER, HARBOR AND MARINE.

HARBOR AND RIVER IMPROVEMENTS.—The location of the streets of the city, the course of the river and the condition of the sand-bars at the beginning of 1858, varied but little from descriptions given in the first volume of this history. The charts made between 1854 and 1858 by S. S. Greely show the former position of Fort Dearborn, the ancient river bed, the sand-bar at its mouth and the grounds and the buildings of the Illinois Central Railroad Company. The distance from the east line of Michigan Avenue, at Randolph Street, to the shore of Lake Michigan (according to the plat of the Fort Dearborn Addition to Chicago) is given at about seventy-five feet. The distance from the same point to the shore line, as laid down by Surveyor John Wall, in 1821, was one hundred and seventy-five feet, continuing northeasterly to a point at the intersection of St. Clair and Illinois streets. In 1836 the west line of the sand-bar was one hundred and fifty feet east of the line of 1821. In the map of 1858 a large area of "made land" is shown on the lake side of the sand-bar. West of "Slip A" was the Illinois Central freight house. Between this building and the old channel of the river was the Michigan Central freight house, and west of it was a second structure of a like character. South of the latter freight house was the passenger depot belonging to the Illinois Central Railroad Company, while, standing on the southeast corner of Michigan Avenue and River Street, was the old United States Marine Hospital, sold in 1864. Diagonally across from the Marine Hospital was the block house and two small buildings belonging to Fort Dearborn. The south building, or officers' quarters, stood on what is now River Street, nearly at the foot of Rush-street bridge; while the north building stood on land, which was subsequently excavated, and now forms the south channel at that point. The light-house stood on the river bank, just west of Rush-street bridge. The above particulars are given that the general reader may obtain an idea of the appearance of the harbor, the river's mouth, and the surrounding country in the year 1858.

The Government seemed still loath to recognize Chicago's importance as a commercial emporium, even by so much as making a modest appropriation by which her decaying harbor piers could be kept in repair. The city herself therefore took up the matter, trusting to the future for re-imbursement. In the fall of 1859 a

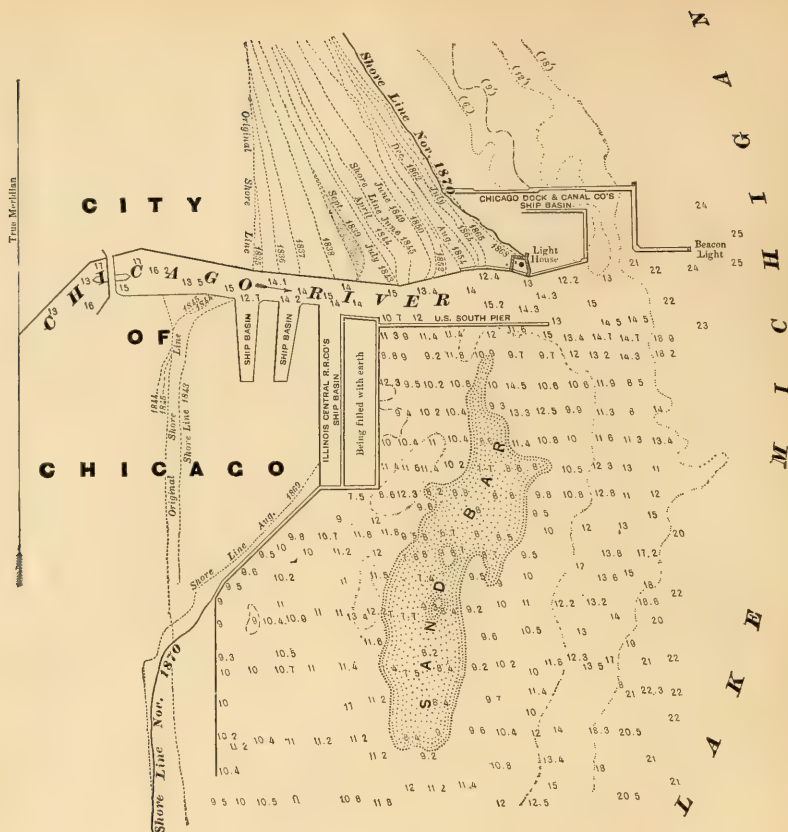
small sum was raised by the Board of Trade to preserve a portion of the North Pier, which was fast rotting and falling into the lake. In 1861 and 1862 the repairs undertaken by the city were just sufficient to prevent the harbor improvements from becoming utterly useless, the municipal authorities and public-spirited citizens still hoping for justice, if not an outburst of generosity, from the General Government. As the city failed to obtain an appropriation from Congress, in 1863 she undertook the work of dredging the mouth of the river, in order to obtain a channel fourteen feet deep, between the north and the south piers, and across the bar. This effort to effect even a temporary improvement was quite abortive, and it was not until August, 1864, that the mouth of the river was relieved, to a marked extent, of its troublesome accumulations. Messrs. Fox & Howard, who had contracted with the city to do the work, had opened a passage which would admit craft drawing from twelve to twelve and a half feet of water. The channel was, however, too narrow, and vessels were in danger of being stranded during a high wind. During the years 1864-65 the channel was dredged through the bar to a depth of fourteen feet. The north pier was extended four hundred and fifty feet, at a cost, to the city, of \$75,000.

At this time it was felt more keenly than ever that the outlay should be made by the United States Government rather than by the city, and it was hoped that whatever amount was expended would be refunded from the national treasury, especially as the work was being done under the direction of a United States engineer. A map of the harbor made during August, 1865, shows a channel of thirteen or fourteen feet deep at the mouth of the river, and a sand-bar covered by six feet of water for a distance of one thousand feet in a southerly direction, and having a width of one hundred and fifty feet, at a point twelve hundred feet from the North Pier. During this year the outer end of the pier work was completed, and the dock lines along the Chicago River and its branches were surveyed. The pier was further extended, the channel dredged, and Goose Island, at the confluence of the North and South branches was removed during 1865-66. A channel, fifty feet wide and ten feet deep below low water, was also made in the upper part of the South Branch. During the year ending August, 1866, the formation of another sand-bar across the entrance to the harbor was in its incipient stages, the water shoaling from three to six feet.

The General Government at last had become cognizant of the errors of the past, and made an appropriation of \$88,000, which enabled the contractors to extend the pier six hundred feet further to the eastward. While Lieutenant-Colonel J. D. Graham was in charge of the harbor improvements, the War Department granted permission to the Chicago Dock and Canal Company to make an opening through the United States North Pier; so as to allow a communication between the harbor, and the ship-basins and canals, which that company had been authorized to build. In 1867, to provide for the required three hundred feet of opening in the pier, the United States commenced to extend the pier, beginning from a point three hundred feet from the shore terminus. The extension was therefore carried out nine hundred feet, to a depth of twenty-four feet of water. During the year ending June 30, 1868, the Chicago Dock and Canal Company, in conjunction with the United States Government, was feebly prosecuting the harbor improvements. Owing to the delay caused by the inclosing of the ship-basin

by the Dock Company, the bar at the mouth of the harbor continually increased, and the United States engineer in charge of the works granted the contractors an extension of one year's time. The appropriation made in 1868 by Congress amounted to \$35,000, followed by one of \$29,700 in 1869. Early during the latter year the channel of the North Branch was dredged to a uniform depth of eleven and one-half feet. At this time the width of the river, at various points, was as follows: At Lake Street, 200 feet; Randolph, 170 feet; Washington, 165 feet; Madison, 155 feet; Monroe (North side), 163 feet; Monroe (South side), 133 feet; Adams, 127 feet; Jackson, 133 feet; Van Buren, 200 feet; Tyler, 130 feet; Harrison, 127 feet; Polk, 115 feet; Taylor, 130 feet; Twelfth (North side), 155 feet; Maxwell, 142 feet; Mitchell, 139 feet; Sixteenth, 143 feet; Seventeenth, 135 feet; Eighteenth, 118 feet. When the proposition was made to give the main river a uniform width of two hundred and fifty feet, and the branches a uniform width of two hundred feet, the measurements given above were ascertained. It was necessary to widen the main river only below Rush-street bridge.

In 1868, opposite Randolph and Monroe streets, in twelve-foot soundings, the bar had reached a width of 1,050 feet, while from the pier, southward, its length was 3,900 feet. The continued extension of the pier up to 1868 divided the sand current further east, and a new bar was then in process of formation in a southerly direction from the end of the pier, with its center six hundred and fifty feet distant. This new bar formed an angle of between sixty and seventy degrees with the old one, and in 1868 the water was shoaling near the pier, so that it was dangerous for vessels of heavy draught to attempt to enter without a tug-boat. Of the appropriations made by the General Government, during the previous three years, the sum of more than \$66,000 was available in 1869. During the early part of this year the North Pier was fully completed. The greater portion of the six hundred feet of the South Pier was also completed in 1869. The total length of the Illinois Central breakwater was now nearly seventeen thousand feet, the water line of the crib works, south of Randolph Street, being six hundred feet east of the east side of Michigan Avenue. The area then enclosed amounted to about thirty-three acres, and upon a portion of that area the Illinois Central Railroad depot was built. It was during the season of 1869 that the land between the mouth of the river and Twelfth Street to the south, and Chicago Avenue to the north, was dredged away, and the channel also completed through the South Fork from the canal locks to the rolling mills. This year was one which proved great, not only in undertakings, but in accomplishments. Among other enterprises, the Chicago Canal & Dock Company inaugurated the system of outside docks, on the north side of the North Pier extension. During July and August, 1869, a survey of the harbor entrance and lake front was made, under the direction of Major Wheeler, who recommended an extension of the South Pier until it equalled the North, the building of a breakwater at right angles, extending four thousand feet in a southerly direction, and the connection of this breakwater to the shore by a pier. These improvements were to form an outer harbor, and relieve the overcrowded condition of the Chicago River. If future necessities required an enlargement of this basin, the breakwater could be extended. Major Wheeler estimated the cost of the improvements at \$897,095.73. In January, 1870, the Board of United States Engineers, consisting of Colonel



CHICAGO HARBOR IN 1870.

J. N. Macomb, Colonel W. F. Reynolds, Major J. B. Wheeler and Major W. McFarland, agreed upon the necessity for carrying out Major Wheeler's plan, suggesting, however, that the construction of the closing pier be deferred until the effect upon the bottom be observed from the building of the breakwater. In July, Congress appropriated \$100,000 to the carrying forward of this improvement. Messrs. Fox and Howard commenced work in September, and one thousand four hundred and fifty feet of breakwater were constructed during the year. In May, 1871, a contract was entered into with the Illinois Central Railroad Company for continuing the work, the expense to be met by the appropriation of \$100,000 made by Congress in March, 1871.

The expenditures for harbor and improvements by the city from 1861 to 1871 were as follows: 1861, \$291.25; 1862-63, \$507.99; 1863-64, \$30,255.67; 1864-65, \$52,097.51; 1865-66, \$115,840.95; 1866-67, \$25,351.58; 1867-68, \$23,830.58; 1868-69, \$82,405.63; 1869-1870, \$65,485.12; 1870-71, \$120,265.08.

The engineers on duty at Chicago from 1857 to 1871 were: Colonel J. D. Graham, who took charge of the harbor in April, 1854, and continued in charge until April 20, 1864. Colonel Graham had been commissioner of the survey of the northeastern boundary and was connected with the survey of the Mexican frontier, being distinguished for mathematical and astronomical abilities. Colonel Thomas J. Cram was in charge of the harbor

improvements from October, 1864, to August, 1865, and was succeeded by Major J. B. Wheeler, who remained on duty until February 21, 1870, when Major William E. Merrill took temporary charge. Major D. C. Houston, U.S.E., was appointed engineer in charge of the harbor May 3, 1870, and served until June 26, 1874, when Major G. L. Gillespie, U.S.E., was appointed.

DOCKAGE.—In early times the navigation up the North Branch was accomplished as far as Chicago Avenue and up the South Branch to Eighteenth Street. With the construction of the canal the South Branch was improved a mile and a half beyond Eighteenth Street. Next, the North Branch was deepened and the dockage extended. Then, as has been already noticed, came the demand for a uniform width of the river, so that the dock lines, which had heretofore followed the curvature of the banks, were straightened. By 1869, when this latter improvement was progressing, the wharfage of the city amounted to nearly twelve miles. The dock system had been especially extended in the West Division along the South Branch. In 1870-71 the improvement carried on at the mouth of the harbor by the Government, the Chicago Dock Company and the Illinois Central Railroad Company, and which has been previously commented upon, added greatly to the pier and wharfing facilities of Chicago.

THE MARINE.—The narrow muddy inlet called the Chicago River, has made Chicago one of the largest ports of entry in the United States. When the navigation of the great lakes was primarily instituted, it was the only place from St. Joseph River, in Michigan, to Milwaukee, a distance of more than two hundred and fifty miles, where a vessel could be loaded or unloaded or find shelter in a storm. It was the only accessible port, and hence destined to become the commercial center of the vast Northwest. The early growth of the marine is detailed in the first volume, and the improvements of the harbor are given elsewhere in the present volume. With those improvements, the shipping interests of Chicago continued to grow yearly, until, before the year 1871, there were annually entered at this port a greater number of vessels than at the ports of New York, Philadelphia, Baltimore, San Francisco, Charleston and Mobile combined. And this, notwithstanding the fact that the harbor of Chicago is closed for at least three months of the year.

We here present some tables which illustrate the growth and vast extent of Chicago's lake commerce; and, although such details are necessarily unattractive, they will well repay a study by the admirer of historical statistics.

The lake tonnage enrolled at the port of Chicago in 1858 amounted to 8,151 tons in steam vessels and 58,771 tons in sail vessels. Estimating the value of the steam vessels, completed and rigged and equipped for active service, at \$35 per ton, the value of these two classes of tonnage amounts to the sum of \$2,383,025. In addition to these there was the canal tonnage, amounting to 152 canal boats of about 15,000 tons. Estimating the canal boats at \$1,000 a piece, the value of the whole would be—

Lake tonnage.....	\$2,383,025
Canal tonnage	152,000
	<u>\$2,535,025</u>

The number of vessels owned in Chicago in 1858 was:

Steamers	61	Tonnage	8,151
Sail vessels	687	"	58,771
Canal boats	152	"	15,000
	<u>900</u>		<u>81,921</u>

The arrivals and clearances at the port of Chicago for 1858 were:

Arrivals.....	6,882	Tonnage	1,644,060
Clearances	6,768	"	1,640,643

The value of the lake commerce for 1858 was as follows:

Imports	\$27,194,144 24
Exports	21,261,074 73
	<u>\$48,455,218 97</u>

Some further statistics of receipts and shipments of the principal articles of commerce will be presented in the table for the year 1871. The figures for 1858 and 1871 we present as fully as they can be obtained, in order that the commerce of the first and last year, comprised within this volume, may be contrasted.

The following tables, obtained from the United States Custom House and from the Board of Trade of Chicago, show the constant and rapid growth of the lake commerce.

Owing to the destruction of records in the great fire, the arrivals and clearances for 1859, 1860, and 1861 are not obtainable. Those for the years here given

present very compactly the increasing activity of the Chicago marine.

ARRIVALS.			CLEARANCES.	
Years.	Vessels.	Tonnage.	Vessels.	Tonnage.
1858	6,882	1,644,060	6,768	1,640,643
1862	7,417	1,931,602	7,270	1,915,554
1863	8,678	2,172,611	8,457	2,161,221
1864	8,938	2,172,866	8,824	2,166,904
1865	10,112	2,106,859	10,067	2,092,276
1866	11,084	2,258,572	11,115	2,361,520
1867	12,230	2,588,527	12,140	2,512,076
1868	13,174	2,984,591	13,225	3,020,812
1869	13,730	3,123,400	13,872	3,149,946
1870	12,739	3,049,265	12,433	2,983,942
1871	12,330	3,096,101	12,312	3,082,235

The registered, enrolled and licensed tonnage, at the port of Chicago, was as follows for the years mentioned:

1858, 67,001.23; 1859, 68,123.39; 1860, 78,816.05; 1861, 85,743.66; 1862, 108,357.42; 1863, 126,684.40; 1864, 160,241.07; 1865, 75,444.41; 1866, 86,685.33; 1867, 95,336.05; 1868, 100,753.71; 1869, 104,314.38; 1870, 93,625.49; 1871, 93,918.97.

The following are the imports and exports, as exhibited by the records of the Custom House, for the years specified:

YEARS.	IMPORTS.	EXPORTS.
1858	\$222,930	\$1,713,077
1859	93,588	1,269,385
1860	60,214	1,165,183
1861	77,348	3,522,343
1862	62,129	2,303,275
1863	134,204	3,544,085
1864	322,352	3,529,034
1865	311,455	4,590,350
1866	1,095,585	2,644,475
1867	355,790	1,824,371
1868	1,454,682	5,052,062
1869	1,215,003	3,742,256
1870	1,687,841	2,613,072
1871	2,042,499	5,580,174

The number of vessels owned in Chicago in 1871 was as follows:

Steam	84	Tonnage.....	6,846.30
Sail	333	"	64,814.26
Canal boats.....	233	"	23,735.39

Estimating their value upon the same basis as those for 1858 are estimated—

The value of this tonnage would be.....	\$3,775,351
Tonnage of 1858.....	2,535,025
Increase.....	<u>\$1,240,326</u>

This indicates a growth of one-third in thirteen years; not at all comparable to the mighty extension of railroad transportation in the same time, but nevertheless a very constant and substantial growth.

The following table illustrates more strikingly the vast growth of Chicago's lake commerce. It gives the receipts and shipments of the principal articles of commerce for the years 1858 and 1871:

RECEIPTS.			1858.	1871.
Flour, bbls.	2,354		47,673	
Wheat, bush.	4,458		77,540	
Oats, bush.	90,631		1,750	
*Beef, bbls. ....	.....		50	

* A large amount of beef packed for 1858, but statistics not given in Board of Trade reports.

RECEIPTS—Continued.

	1858.	1871.
*Pork, bbls.	---	127
Butter, lbs.	---	1,093,795
Hides, lbs.	53,820	203,680
Tallow, lbs.	---	9,700
Wool, lbs.	8,600	194,100
Potatoes, bush.	---	31,153
Lumber, ft.	278,943,506	984,758,000
Shingles, No.	127,505,000	401,346,000
Lath, pieces	44,559,150	102,487,000
Salt, bbls.	334,997	668,410
Coal, tons	76,571	515,253

SHIPMENTS.

	1858.	1871.
Flour, bbls.	377,177	488,705
Wheat, bush.	8,716,734	12,120,923
Corn, bush.	7,590,364	34,200,876
Oats, bush.	1,315,226	8,797,599
Rye, bush.	7,569	1,047,262
Barley bush.	139,862	1,397,048
Beef, bbls.	---	5,603
Pork, bbls.	---	34,207
Lard, lbs.	---	384,550
Cured meats, lbs.	---	155,600
Butter, lbs.	---	528,330
Hides, lbs.	6,510,561	1,783,240
Tallow, lbs.	---	206,765
Wool, lbs.	598,264	174,700
Broom corn, lbs.	---	963,850
Salt, bbls.	10,550	4,778
Potatoes, bush.	---	5,271
Lumber, ft.	---	5,993,000

The following shows the dates of the opening of navigation at the Straits of Mackinac for the years specified: 1858, April 6; 1859, April 4; 1860, April 26; 1861, April 25; 1862, April 18; 1863, April 17; 1864, April 23; 1865, April 21; 1866, April 29; 1867, April 23; 1868, April 19; 1869, April 23; 1870, April 18; 1871, April 3.

Marine insurances are made from April to November, including both months.

THE SKJOLDMOEN.—On the 16th of May, 1863, one of the smallest crafts that ever crossed the Atlantic, the sloop "Skjoldmoen," commanded by Captain L. Wessenberg, arrived at the port of Chicago, from Bergen, Norway, which latter port she left on the 12th of April, arriving at Quebec on the 2d of July, and reaching Chicago on the afternoon of the 16th of July, occupying ninety-four days in the voyage. She had a rough and stormy passage, but made good sailing time. She was a vessel of 55 tons burden, sixty feet long and forty-eight feet keel, and was said to be the smallest vessel that ever crossed the Atlantic. She certainly was the smallest vessel that ever crossed the Atlantic and arrived safely at the port of Chicago. She brought to a Chicago firm a cargo of herrings, stock fish, anchovies, and Norwegian cod liver oil.

On the 31st of July following, she cleared this port for Christiania, Norway, with a cargo of flour, pork, hides, hams, tobacco and kerosene lamps. Although the freight was of this varied character, the amount of each was small.

SHIP BUILDING has never been an extensive industry in Chicago, for the reason that owing to the high prices of labor and materials vessels could be more cheaply built elsewhere. There have been, however, a number of ship-yards more or less flourishing, and some very fine vessels have been built. The following are among the prominent firms engaged in the business from 1858 to 1871: Akhurst & Douglas, Doolittle & Miller, Miller & Hood, Miller Brothers, J. W. Banta, Miller, Freder-

ickson & Burns, Orville Olcott, Fox & Howard and O. B. Green.

The tug "George B. McClellan," named in honor of the future General, then the vice-president of the Illinois Central Railroad, was launched from the shipyard of Martin, Green & Co., June 20, 1860.

The "Union," the largest tug in the harbor except the "McQueen," was launched from the yard of Miller & Hood. She was built for Messrs. Redmond and John Prindiville, and blew up in 1862 in the lake near the entrance to the river, killing Thomas Daly, the captain, Thomas Boyd, the harbor master, and the fireman. Captain John Prindiville was on board of her but escaped unhurt. The tug "J. Prindiville," one of the largest and most powerful tugs afloat, was built at the yard of Miller & Hood for Captains John and Redmond Prindiville, Captain Joseph Nicholson, and Mr. John Ebbert, and launched May 8, 1862. She was commanded by Captain Nicholson, and was employed in towing vessels between Lakes Erie and Huron; and also in wrecking during the summer and in the fall in rendering assistance to vessels in distress near this port. The propeller "Lady Franklin" was built at the yard of J. W. Banta for J. T. & E. M. Edwards, and was launched March 11, 1861.

A complete list of the vessels built at our shipyards prior to the great fire is now unattainable, but since 1873 the Board of Trade reports contain a list of the vessels annually built and documented at the port of Chicago. They show an average of about twelve vessels of various classes. It is more than probable that the average for the years prior to 1871 was larger than this.

DISASTERS.—The perils of "those who go down to the sea in ships" are amply complemented by the perils of those who sail upon the waters of the great lakes. The long list of lake disasters tells a frightful story of hardship and danger and loss of life. Of vessels owned in Chicago alone, from fifteen to twenty are lost annually, with many lives.

We here give a brief account of some of the great-est of these disasters:

The propeller "Troy," commanded by Captain Byron, and owned in Chicago by A. H. Covert and John B. Warren, carrying a cargo of wheat to Buffalo, was wrecked on Saginaw Bay, Lake Huron, opposite Goderich, October 19, 1859. In a storm, a heavy sea struck her and broke in her gangway, and she foundered in a short time. The crew and passengers, including the wife of the captain, got safely off in the boats but all foundered in the heavy sea. No one was saved but two deck hands, who were swept across to Goderich on pieces of the wreck, and these made the shore.

THE LOSS OF THE LADY ELGIN.—The most terrible disaster that ever occurred on the great lakes was the loss of the steamer "Lady Elgin," on the 8th of September, 1860.

The "Lady Elgin," one of the largest vessels of her class, was a Canadian built boat and was launched in 1851. She was three hundred feet in length, of one thousand tons burden, and had a reputation for speed that made her a great favorite with the traveling public and excursion parties. Before the completion of the Grand Trunk Railway of Canada, she carried the Canadian mails along the lakes, but after the completion of that road she was sold to Gurdon S. Hubbard & Co., of Chicago, and employed by them in the Lake Superior and Michigan trade. She carried the mails, freight and passengers to points on the lakes between Chicago and Bayfield, Wis. The captain of the steamer was John

* 1858—hog-packer. At this time Chicago was first in beef packing and third in hogs. Cincinnati and Louisville, respectively first and second.

Wilson, of Chicago, who commanded her from the time she changed ownership. He had an extensive experience in lake navigation, and was a popular and favorite master.

On Thursday the 6th of September, 1860, on her voyage from Milwaukee to Chicago, she took on board a large party of excursionists at the former place, who intended to make a trip to Chicago and return. Among them were some of the most prominent Irish citizens of Milwaukee, several public officers, and a large number of the members of the military companies of that city. On Friday, near midnight, the steamer left the Chicago dock for her northern destination, taking with her the Milwaukee excursionists and a number of other passengers. Including the crew, three hundred and ninety-three persons were on board when she started; as the vessel steamed swiftly northward, music and dancing ruled the hour, and all was mirth and gaiety in the salon cabins.

At two o'clock in the morning, the vessel was off Waukegan, about ten miles from shore, and the passengers were at the height of their merriment. Without, the night was threatening, rain was falling and the wind blew freshly from the north. Another vessel was also nearing the same point; it was the schooner "Augusta," laden with lumber and bound for Chicago, she sailing south by east under all sail, except the gaff top-sail, and was making eleven knots an hour. The steamer had all her lights set, the schooner had none. The watch of the schooner saw the lights of the steamer for at least half an hour as the vessels were rapidly rushing towards each other. The officers of the steamer were totally unconscious of the schooner's presence, for it could not be seen from the deck. For twenty minutes the captain and crew of the schooner actually gazed at the vessel they were about to run down without making one effort to avoid it. The rule of navigation was, that vessels going north should pass vessels steering south to the larboard side; but the captain of the "Augusta" seemed determined to pass the "Lady Elgin" on the starboard side, and with the full view of the steamer before him it was not until within three to five minutes of the collision that he ordered the helm "hard up." Whether the order was obeyed, or whether the vessel steered so badly that she would not answer her helm on such short notice, is uncertain, but her course remained unaltered, and coming straight on she struck the steamer on the larboard side, knocked a great hole in her, and then glided swiftly off into the darkness, five minutes after the collision being totally lost to sight. At this moment the wind grew into a gale and the waves commenced running high. The hole was below the water line, and, though everything was done by the captain that could be done, nothing could stop the rush of water into the hold. After the crash of the collision the music and dancing ceased of course, but though the lamps were extinguished by the concussion no cry nor shriek was heard. The women stood in the cabins, pale, motionless and silent. No sound was heard but the escaping steam, and the surging of the waves. As the vessel settled, the passengers mounted to the hurricane deck. There were several boats, but only a few succeeded in getting off in them without oars. There was an abundant supply of life-preservers, it is said, but no one seems to have thought of using them. Within a half hour after the collision, the engine fell through the bottom of the vessel, and the hull went down immediately after, leaving the hurricane deck, with its vast living freight, floating like a raft. A number of the passen-

gers jumped from this, thinking it would sink. And now, drifting before the wind and tossed by the waves, the deck commenced to break up, and finally separated into five pieces, to each of which, half submerged, many of the passengers desperately clung, but many, as their strength gave out, sank amid the tossing waves. One portion of the deck, on which the captain was, held twenty-five persons. He was the only one who stirred from the recumbent position, which was necessary to keep a secure hold on the precarious support. He carried a child, which he found in the arms of an exhausted and submerged woman, to an elevated position of the raft, and left it in charge of another woman, but she could not long care for it and it was washed away. He constantly exhorted all to keep silent, and to refrain from moving, and thus save their strength. Clinging to their frail support in silent terror, day broke upon them and found them drifting southward, nearly off Winnetka. The lake seemed covered with floating pieces of the wreck, on many of which one or more persons were still desperately making a fight for life. Soon it became known on shore that a great vessel had been wrecked, and that hundreds of persons were still struggling in the water. Relief parties hurried to the scene from Evanston, from Winnetka and along the shore. At this point there is not much beach and the shore rises abruptly for more than one hundred feet. The surf ran high, but the bolder spirits of the relief parties, with ropes tied around them, dashed through the surf and rescued many who, nearly exhausted, came drifting near the shore. Among those who distinguished themselves in this way was Edward W. Spencer, now of Rock Island, Ill., but at that time a student in the Garrett Biblical Institute of Evanston. He saved some fifteen persons. The saving of John Eviston and wife of Milwaukee created great excitement. The gallant fellow was seen some distance out on the wheel-house, on which he firmly held his wife. As he reached the shore the surf capsize his raft, and for several seconds both were submerged. When they rose again to view, the wife was at some distance from the wheel-house, to which Mr. Eviston was still holding. Seeing his wife he swam out to her, and again succeeded in regaining the wheel-house with her. Again the rolling waves carried them toward the shore, and at last the wheel-house grounded. Taking his wife in his arms, the gallant fellow now attempted to wade to the land, but after a step or two sank exhausted in the water. At this moment he was caught by the brave Spencer, and they were safely brought to shore.

From the raft on which Captain Wilson was, not more than seven or eight persons were saved. It, too, capsize in the surf as it neared the shore, but a few regained their hold. The captain, who throughout had behaved with the greatest heroism, succeeded in getting one of the ladies back on it, but a great sea washed them off again, and both were drowned when within a few rods of the shore. Of the twenty-five persons on this portion of the deck when it broke up, eight only were saved. They had been in the water for more than ten hours. It was considerably past noon of that fatal 8th of September when the last struggling survivor was pulled ashore. Of the three hundred and ninety-three persons who had sailed the previous night, two hundred and ninety-seven were lost.

The "Augusta" was a schooner of three hundred and fifty tons burden, was owned by George W. Bissell, of Detroit, and commanded by Captain D. M. Malott, of the same city. After the disaster, her name was changed to "Colonel Cook." The community cast the

blame for the catastrophe upon the captain of the schooner, but in the investigation that followed he was exonerated.

Among the lost were Colonel Lumsden, of the New Orleans Picayune, and his family, who were traveling in the north for pleasure. Another distinguished person was Herbert Ingram, an English gentleman, a member of Parliament, and proprietor of the London Illustrated News. He was traveling through the United States, with his son, a lad of fifteen years. His original plan was to cross the prairies of Illinois, and descend the Mississippi to New Orleans. Reaching Chicago, he concluded to first visit Lake Superior, and took passage on the "Lady Elgin" on her fatal voyage. His body was washed ashore near Winnetka on the afternoon of the 8th, just as one of his friends, from whom he had parted the night before, Mr. Hayward, of Chicago, reached the spot. It was supposed that life was not extinct, but all efforts at resuscitation failed. His remains were carried back to England.

It was many weeks before the lake gave up all the victims of this great calamity, but it is believed that all were ultimately recovered.

But the great mourning was in Milwaukee, some of whose best and most prominent citizens were lost. Of all the gay excursionists who had taken passage on the "Lady Elgin" two days before, only about seventy-five returned alive.

Captain Malott, with all hands, was lost in the wreck of the bark "Major," in Lake Michigan, two or three years after the "Lady Elgin" disaster.

Captain Wilson left a wife and two children, a son and daughter. His son was drowned at Cleveland a few years afterward, at the age of fifteen.

November 6, 1861, the propeller "Hunter," Captain Dickson, having been chartered for Buffalo went up the South Branch to the Union Elevator of Sturgis & Co. At three o'clock the next morning the hands came on board intoxicated, and went to the steerage. A moment later the watchman saw smoke coming from the hold near the stack. When the captain, clerk and some of the hands rushed on deck, they found that two of the deck hands who had gone below were not to be found. The flames spread so rapidly that these two could not escape, and were burned to death. The vessel was entirely destroyed, the loss being \$40,000.

THE WRECK OF THE SUNBEAM.—The passenger steamer "Sunbeam" was built in the winter of 1862 by Albert E. Goodrich, of Chicago. She was about four hundred tons burden, was elegantly furnished, and was a great favorite with the traveling public. She was used in the lakes Michigan and Superior trade, but in the summer of 1863 plied between Superior City and Portage Lake. On her fourth trip, she left Superior City on Monday night, the 23d of August, 1863, and reached Ontonagon a little before noon on Thursday, where she remained until half-past six in the afternoon. When she started from Ontonagon the wind was blowing freshly from the north, and about ten o'clock grew to a gale. The steamer rode the storm successfully until morning, when she became unmanageable. Her machinery would not work, nor could anything be done with the sail. The crew consisted of twenty-one persons, and the passengers numbered five or six. They now took to the boats, except the pilot, Charles Frazer, who when the vessel careened was still in the pilot house. He got out, and as the vessel went down was left floating on a portion of the hurricane deck. A few moments after, as Frazer was floating on the waves, he saw both boats capsize. Frazer was on his raft from

eight o'clock Friday morning until two o'clock Saturday afternoon, without any nourishment except a demijohn of port wine he had caught floating near him. He finally reached the shore, and was the only survivor of the wreck.

Among the lost was W. J. Isham, one of the editorial staff of the Chicago Times. Mr. Isham was the brother of the first wife of W. F. Storey, proprietor of the Times. At the time he took passage on the "Sunbeam" he was returning from his summer vacation. His body was never recovered.

THE BURNING OF THE SEA BIRD.—The "Sea Bird," Captain John Morrison, of Chicago, was a side-wheel steamer belonging to Albert E. Goodrich, afterward president of the Goodrich Transportation Company. She was of about five hundred tons burden, and was built at Marine City, on the St. Clair River, in 1861, for E. B. Ward, of Detroit, and was bought by Captain Goodrich. She was employed in the Lake Michigan trade, stopping at various points along the western shore of Lake Michigan from Chicago to Two Rivers.

In the spring of 1868 she made her first trip of the season, from Chicago to Two Rivers, in the first days of April, and on her return, when off Lake Forest, twenty miles north of Chicago, was totally consumed by fire, on the morning of the 9th of April. Of seventy persons on board at the time, including the crew and passengers, only three escaped.

How the fire originated was never known, but it was supposed to have been through the carelessness of one of the porters, who was observed by one of the survivors to throw a scuttle of coal and ashes overboard, and a very short time afterward the fire broke out in the aft part of the vessel, near the place where the porter had stood. It was a little before seven o'clock in the morning when the fire was discovered, as the passengers were rising for breakfast. The steamer was immediately headed for shore, but the wind was blowing heavily from the northeast, and drove the flames forward, soon stopping the machinery. Rapidly the fire drove the passengers toward the bow, and then over it into the lake. No boats seem to have been lowered nor any effort made by the officers to save life. If there were life-preservers on board, and there presumably were, none were used. Panic seems to have seized officers, crew and passengers alike. Before noon the vessel was burned to the water's edge. The survivors were A. C. Chamberlin and Mr. Hennebury, of Sheboygan, Wis., and James H. Leonard, of Manitowoc.

LOSS OF THE IRON LIFE-BOAT LITTLE WESTERN.—In June, 1868, Captain James Garrett, Professor LeGendre, and Edward Chester, all of Chicago, completed the building of an iron life boat, in which they declared their intention to make a voyage from Chicago to Liverpool. The vessel was twenty feet long, two feet six inches breadth of beam, and length of keel eighteen feet. The cabin was six feet long and four feet six inches high, furnished with two bunks, underneath which were two tanks for fresh water. The keel was of wrought iron and weighed three hundred and fifty pounds. The center board was of boiler-plate iron and weighed two hundred pounds. The forecastele was water tight, and used as a store room. The cost computed was \$1,500.

On Sunday morning, June 21, in the presence of a great crowd that lined the shore of the lake, the "Little Western" made what appeared to be a very successful trial trip, sailing from the North Pier out into the lake

about six miles and return. The wind was high and the waves rolled quite heavily, but she answered every movement of her helm, and seemed to give great satisfaction to her owners.

In the afternoon another trip was made toward the Douglas monument. There were on board Captain Garrett, Professor LeGendre, Edward Chester, George Atkins, foreman of the Times newspaper, Henry Chisholm, a reporter of the Times, and a little boy. They left the North Pier at two o'clock, sailing southward. When off the Chicago University, the wind stiffened considerably, and it was thought advisable to stand on the other tack, and make for shore. After sailing shoreward about ten minutes, a sudden squall struck the boat and turned her completely over. Just before the squall struck her, all the passengers were on deck, except Mr. Chisholm, who had retired to the cabin and was reclining on one of the bunks. All were thrown into the water except Mr. Chisholm, but secured themselves on the vessel, which they attempted to right, in which effort they succeeded for a moment, but an adverse wind again striking her, she fell over again. An effort was made to rescue Mr. Chisholm from the cabin but it proved unsuccessful. The captain and Mr. Atkins clung to the mast, while the rest held on to the bottom of the vessel. Succor immediately put out from shore, and a tug also steamed to their help. When aid arrived, Captain Garrett was observed to become exhausted, and he died the moment he was hauled on board the tug. He and Mr. Chisholm were the only victims of the disaster.

THE WRECK OF THE ARROW.—On Tuesday the 16th day of November, 1869, one of the greatest storms of wind, rain and snow came down upon Lake Michigan, and the great lakes generally, that has ever been known. Hundreds of vessels were driven ashore and many lives were lost.

On Wednesday morning the schooner "Arrow," a vessel of two hundred and eighty tons, owned by Michael Brandt, of Chicago, was discovered wrecked off Grosse Point. The vessel was sunk, but the top of her cabin was out of the water, and on this the crew, consisting of eight persons, were discovered. The waves ran high, and no boat could be launched in such a surf as rolled up on the beach. Word was sent to Chicago, and a tug with a life-boat and volunteer crew hastened to the scene of the wreck, where they arrived Wednesday afternoon. The sea still ran high, but the life-boat was launched, and attempt made to reach the wreck. Scarcely had a half-dozen strokes been made before the boat was stove in, and the crew were thrown into the water. They reached the shore with great difficulty. No other boat could be procured, and nothing further could be done. Fires were built on the shore, to encourage the shipwrecked crew to believe that efforts would still be made, and the tug steamed back to Chicago for further aid.

Volunteers were now called for, and the following party was organized Thursday morning: Captain William Crawford, Captain Freer, Captain George C. Clark, Samuel Marshall, a mate, Mr. Evans, a pilot, and Thomas H. Iverson, a steward of the tug "G. W. Wood." A regular life-boat could not be obtained, but Captain Freer tendered the use of the yawl of the propeller "East Saginaw," and with this the adventurers steamed north, on the tug "G. W. Wood," and reached the place at eight o'clock in the evening. The storm had abated its force, through the waves were still running. The wrecked crew were observed to be still safe on the cabin of the schooner.

Launching the yawl in safety, with great difficulty

they got to the leeward side of the wreck. A line was cast on board, and soon every one of the almost perishing seamen were on board the yawl. The word was given, and the oarsmen were about to give way, when a huge wave raised the bow of the boat, tipped it over backward, and threw savers and saved into the water. The crew of the schooner, benumbed with cold and weakened by starvation, were incapable of making the least effort to save themselves, and sank like stones. Four of the yawl's crew, by great efforts, succeeded in getting on the wreck, thus finding themselves in the same position of the crew they had come to save. Marshall succeeded in getting on the capsized yawl, and finally drifted ashore. Iverson, who had shown great gallantry throughout the whole adventure, and who was a fearless swimmer, started to swim to the shore, but the undertow was too strong for him, and he was carried out into the lake and lost.

Those who were on the wreck were obliged to remain there throughout the night, but the next morning, the waves having abated, an old yawl was manned from the shore and the heroic party was saved. Their sufferings through the night had been terrible, but no permanent injury was received by any of them.

LOSSES OF VESSELS IN THE GREAT FIRE.—A number of vessels in the Chicago River, at the time of the fire, escaped by being towed up the North Branch, but the following were destroyed:

	Loss.
Propeller "Navarino,"	\$50,000
Schooner "N. C. Ford,"	6,000
Schooner "Stampede,"	11,000
Schooner "Ellington,"	3,000
Schooner "Eclipse,"	7,000
Bark "Fontenelle,"	12,000
Bark "Glen Beulah,"	27,000
Bark "Valetta,"	17,000
Barge "Green Bay,"	40,000
Total	\$173,000

JOHN PRINDIVILLE.—There is no name better known or more highly esteemed on all our inland seas and among the old settlers of Chicago than that of Captain John Prindiville, familiarly called the "Storm King" in insurance, marine and yachting circles. He was born in Ireland in 1825, and at the age of eight came to America with his parents; who were in comfortable circumstances. His uncle was a graduate of Trinity College, Dublin. His father, Maurice Prindiville, was about to enter that university but, being of a roving disposition, left school and went to India, where he remained for several years. At the age of twenty-five he returned to Ireland, married, and determined to live quietly at home for the remainder of his life, but the old adventurous, roving spirit was not to be quenched, and he then concluded that America was the country wherein he should live. He accordingly came hither with his family. After their arrival, they remained in Buffalo for some time and afterwards lived in Detroit for about two years. Mr. Prindiville, having been educated to no trade or business, speedily got rid of the greater portion of the money he had brought with him from Ireland, and to retrieve his fortunes determined upon coming to Chicago, the then promised land, where he and his family arrived on August 23, 1836. John Prindiville commenced attending the public school on Kinzie Street, between Dearborn and Wolcott streets, then taught by Edward Murphy; it was afterward removed east on Kinzie Street, between Wolcott and Cass streets; his teachers being Messrs. Dunbar, Calvin DeWolf and A. G. Wilder. He also attended school in the room under the old St. James Church, on Cass Street, between Michigan and Illinois streets,—which was also taught by Mr. DeWolf,—finally terminating his educational course at St. Mary's College of this city. He commenced sailing on the lakes when quite young, advancing step by step, until he was promoted to the position of captain. He commanded the schooner "Liberty" in 1845 and, in the fall of 1850, the brigantine "Minnesota," the first American vessel ever allowed to go through the river St. Lawrence. She was loaded with copper ore at the Bruce Mines on Lake Huron, to be transhipped to Swansea in Wales. The position of commander of this vessel was considered, at that time a very important one, involving a larger amount of responsibility than would ordinarily be entrusted to one so young. Captain Prindiville continued sailing until 1855,

but later, at intervals, commanded several steamers, the last of which was the "Adriatic," in 1872. He became connected with the insurance business in 1866. For many years he has represented the St. Paul Fire and Marine Insurance Company, of St. Paul, Minn., and the Continental, of New York. His continued and diversified experience has made him replete with valuable information, which he uses for the benefit of his clients. He has also a large vessel agency and is a prominent official of the Chicago Yacht Club. He was married in 1845 to Miss Margaret Kahlor who died in 1865 after a long and painful illness; they had a family of six children; three of whom are living. In 1868 he was married to Miss Margaret Prendergast, a native of Vermont; they have six children, all living.

JOHN B. WARREN, the son of Truman A. and Margaret (Bazine) Warren, was born at Mackinac, October 15, 1821. His father was a native of Vermont, his mother of French extraction. Young Warren spent his early days on the island, hunting, fishing, sailing, and obtained such schooling as the frontier afforded at that early day. His natural taste was for a sailor's life, which not meeting the entire approval of his parents, when he was seventeen the young man took his own destiny in his hands, by saying good-bye to school one day without his parents' consent, and slyly going on board the schooner "Jacob Barker," then discharging at the pier. Unseen, the young fellow found a bunk forward under the windlass, and when the vessel got under way, at daylight the next morning, was roused out and assigned to duty as fore-castle boy, during the passage to Grand Haven. There he shipped on board the sloop "Kanger" as chief cook. This was in June, 1838, and from that time until 1867, nearly thirty years, he continued in various capacities to sail the great lakes. Having a special aptitude for the business, he rapidly advanced, soon becoming mate and then captain. The first vessel he commanded was the schooner "Crook," in 1842. In 1854, he became part owner of the propeller "Troy," but never had very good fortune with that ill-fated vessel. He commanded her from 1854 until 1858, in the trade between Chicago and Buffalo. In 1859, he gave up the command, and turned her over to Captain Byron, under whom she was lost in Saginaw Bay, as related in this chapter. Captain Warren commanded various other vessels in the Chicago, Grand Haven and Buffalo trade, until 1867, when he was appointed United States Inspector of Hulls at the port of Chicago, which position he still holds. He resided at Grand Haven until 1858, when he removed to Chicago. Captain Warren has been twice married—first at Grand Haven in 1848. His wife dying, he married a second time, in 1867. By the last marriage there have been two children, only one of whom, a son, is now living.

The following are sketches of a few of the typical mariners of the port of Chicago:

CAPTAIN JAMES L. HIGGIE was born in Fifehire, Scotland, March 23, 1834, the son of John and Jane (Mitchell) Higgie. There were nine children in the family, and the parents died when the son of whom we write was only four years of age. Young Higgie came to the United States in 1847 and settled in Kenosha, Wis., and was educated at Racine and Kenosha in the common schools. He worked in the country about two miles from Kenosha in the summer, and attended school in the winter. In the spring of 1848 he shipped aboard the schooner "Mary Ann Leonard" as cook, returning to Kenosha in the winter. He spent two years of his life as cook, part of the time on the "L. C. Erwin." In 1850 he went before the mast on the "Erwin," and during the next year he was captain and sailed her two years; then he went as captain of the schooner "Whirlwind," sailing her for two years. In 1855 he sailed the schooner "William Jones," and remained on her until 1856. In 1857 he bought the schooner "Pilgrim," paying \$1,000 cash and earning the balance out of the vessel. He was her captain seven years. In 1863 he came to Chicago, and during 1864 remained on shore, and engaged in the commission business, forming a partnership with Mr. Halsted, the firm being Higgie & Halsted. During his partnership, in 1865, he purchased the barque "William Sturges." In 1866 the partnership was dissolved and he retired from the firm in order to give his undivided attention to his personal affairs, intending, as he did, to increase the number of his vessels. In 1867 he purchased the schooner "William Shook," making three vessels sailing in his interest. In 1868 he purchased the schooner "City of Chicago," and in 1869 he lost the "William Shook" on Lake Huron and sold the schooner "Pilgrim." In 1870 he purchased the schooner "John Miner." The year of 1871 was an eventful one to those having marine interests, for it was this year that the tug owners raised the tariff so high as to almost prohibit business, in consequence of which the vessel owners combined, raising a capital stock company called the *Vessel Owners' Towing Company*, electing Captain Higgie president, after which he went to Buffalo and contracted for five new tugs and then returned to Chicago. When the tugs were ready to

deliver to the company he again went to Buffalo and equipped them, and they arrived in Chicago about one month prior to the great fire of 1871, since which time the company have added six tugs, making eleven in their service. Captain Higgie has continued as president of the Vessel Owners' Towing Company since its organization, and has continued also to operate vessels of his own, and has handled a large quantity of real estate in the meantime. The first boat under his command was the "Lewis C. Erwin," and the last that he sailed was the "Pilgrim," in 1863. Captain Higgie was married in Racine, Wis., in 1867, to Miss Mary J. Kirkham, and they have seven children living—James L., Mary L., Noble K., Arthur M., Archie, Imogene and George K. James L. Higgie is one of the prominent men who is closely identified with marine matters in Chicago, and his name is familiarly known over the whole extent of the lakes, and is a synonym for honorable dealing and commercial equity. During his thirty years' of active life, Captain Higgie has made a multitude of close and earnest friends, whose number is increased each day of his life. He has been a Mason since 1862, and is a member of Cleveland Lodge, No. 211, A. F. & A. M.; of Washington Chapter, No. 43, R. A. M.; and of Chicago Commandery, No. 19, K. T.

CAPTAIN CHARLES J. MAGILL, now the oldest vessel agent in Chicago, is a native of Placentia, Newfoundland, where he was born October 29, 1818. At the age of thirteen years he went to sea, and followed a seafaring life thereafter for eleven years, being commander of a vessel during one year of his service. In 1842, he left sailing on the ocean, and, in July of that year, went to Buffalo, N. Y., and commenced sailing upon the great lakes. He first made the port of Chicago in August, 1842, and took up his place of residence here in 1853. He was in command of lake vessels several years, but on settling in Chicago, gave up the hazardous business which he had followed for twenty-two years. In April, 1853, he became a member of the Board of Trade, and engaged in the lake transportation business. He was, in 1853-54, agent of the New York and Lake Erie line, and, in 1855, became the general western agent of the Collingwood line of steamers. Ever since his arrival in Chicago he has followed the vessel and transportation business, acting as agent for the chartering of vessels and steamships seeking freight in this port. His high standing and popularity as a business man are evinced by his being chosen to serve on the Board of Trade Committee of Appeals, the duties of which require integrity and business acumen of the highest order. He was married in September, 1846, at Guilford, New Haven Co., Conn., to Miss Esther Chalker, Mr. and Mrs. Magill have eight children, five sons and three daughters.

CAPTAIN BENJAMIN F. DAVISON, deceased, was born in Norwich, Chenango Co., N. Y., May 3, 1810. In 1831 he went as deck hand on a steamer. In 1832 he was employed on the schooner "Detroit." He was married in 1839 at Buffalo, N. Y., to Miss Armenia Phelps Sawyer, who died in 1851. In 1839, he sailed the "John C. Spencer" from Chicago to Buffalo, and in the fall he sailed and owned the schooner "Edwin Jenny," which was wrecked in the fall of 1845, when he was badly frozen. From 1846 to 1854 he was with Fox & Bruce, engaged in fitting out vessels and in wrecking. In 1852 he superintended the building of the steamer "Golden Gate," of Buffalo, and in 1853 sailed the steamer "Charter." In 1852 he married, at Buffalo, Miss Sarah Thorne, and in 1854 was sent to Chicago by the underwriters to perform the duties of marine inspector, during which time he entered into partnership in the ship-chandlery business, associating with him Levi J. Colburn, which partnership continued until 1866, when Mr. Colburn retired, and Captain Davison associated with him his two sons, Benjamin F. Jr. and Edwin C. Davison; which firm remained until 1871, and was then dissolved by the great fire. In 1872 he formed a partnership with John F. McCormick, and they remained together until October, 1876, when the store was destroyed by fire. In the spring of 1877, Captain Davison was taken sick, and died May 1, of the same year, leaving a wife and three sons; Edwin C. and Benjamin F. Jr., by the first wife, and John L. T. by the second. He was a member of the Masonic fraternity for many years, having joined in Buffalo, and affiliated with Cleveland Lodge, No. 211, A. F. & A. M., of this city.

BENJAMIN F. DAVISON, JR., son of Captain Benjamin F. Davison, was born in Buffalo, N. Y., in 1842. He came to Chicago in 1854 and was employed with his father, assisting him in inspecting vessels, until 1857. He then engaged with Sanford Hall & Co., agents of the People's Line of propellers, remaining with them until 1860. He was for two years as office-clerk, and was check clerk during the balance of the time. In 1862 he enlisted in the army, going in the Marine Artillery Battery, and was afterward transferred to Co. "G," 3d New York Artillery. He returned to Chicago in 1863, and, in 1864, entered the service of Colburn & Davison, ship chandlers, being their bookkeeper for three years. In 1867 he was employed by Jesse Cox, collecting tug boat bills. In the

same year he went into partnership with his father under the style of B. F. Davison & Sons, remaining until the fire of 1871. From 1872 to 1878 he was employed as a tug boat collector; he then went into vessel brokerage and insurance business, and formed a partnership with Mr. Holmes, the firm being Davison & Holmes. He was married December, 1866, in Chicago, to Miss Martha Simpson, and has two children, Benjamin F. and William Simpson Davison. He is a member of Covenant Lodge No. 526, A. F. & A. M.; of Corinthian Chapter, No. 69, R. A. M.; and of Post 28, G. A. R., and of Chicago Lodge, No. 91, A. O. U. W.

CAPTAIN JOSEPH WILSON was born in Cork, Ireland, in the year 1834, and lived with his parents and attended school until he was about eleven years of age; when, like so many boys, he longed for a seaman's life and ran away and went into the English Navy, where he served two years as naval apprentice on the school ship "Crocodile"; then going on the brig "Dolphin" in search of slaves, remaining on her for eighteen months, when he was transferred to the frigate "Indefatigable," the first fifty-gun ship the English Navy ever built, and remained there during the balance of his time. He then returned to England and, after being paid off, joined the steamship "Hague," cruising in the English channel; after being about two weeks on board, he ran away and joined an English barque "Orromocto," a merchant ship from St. John's, N. B., going from there to Wales and arriving in New Orleans in 1850. He left her at that city and joined the American ship "Old England," of Bath, sailing from New Orleans to Havre, France, in which vessel he made two voyages; he then shipped aboard the American ship, "Trenton of Bath," in the fall of 1851, being second mate the first two years, and the last year being promoted to mate. In 1854 he left the ocean and came directly to Chicago, landing in May, and in a few days after his arrival, he shipped before the mast on schooner "A. G. Gray," but remained only a short time; then shipped on the barque "Ocean Wave," for Grand Traverse Bay, leaving her there with several of the crew, on account of having to do Sunday work. He then worked his way to Grand River on propeller, and came back to Chicago on the schooner "Mary," of which boat he was soon made mate, and, after serving as mate two months, was made captain and sailed her for two years. In 1857 he went to New Orleans and shipped again on the "Trenton," on the ocean, and was eighteen months aboard her, coming back to Chicago in 1859. For a short time he sailed the schooner "Storm" on the lakes, and in the fall shipped as second mate of barque "Major Anderson." In 1861 he was second mate of barque "American Union," going as mate in brig "Pilgrim," in 1862, and, in 1863, as mate on the barque "Nucleus" for a season. In 1864 he sailed the brig "Montezuma," continuing on her one year, when for nearly three years after he was captain of the "John F. Warner." For the next five years he was captain of the "Two Fannies" and two years on the "City of Milwaukee," that foundered on Lake Huron in two hundred and forty feet of water, going down a total wreck; all hands were saved, however, by the schooner "Mary L. Higgie" about three hours after. He then returned to Chicago and sailed the "Two Fannies" another year, going as mate the next season, and as master for two years after on the "Lizzie Law," when he changed to the "Ellen Spry," which he sailed up to the spring of 1884, remaining on shore during the remainder of that year in the employ of Miller Brothers. Captain Wilson was married in Chicago in 1862, to Miss Tillie Polson.

CAPTAIN JOHN A. CRAWFORD is a native of New York State and was born in Cohoes, Albany County, in 1830. His father, James Crawford, was killed in Lockport, N. Y., in 1840, in widening the canal in that place. After his father's death, John went to West Troy, N. Y., with his mother, where he lived two years, and then twelve years went to work for a farmer in Watervliet, working for two years on his board and clothes; he then went to West Troy and commenced work in Roy's butt factory, remaining there for six months, and then shipped as cook on the sloop "Clinton," getting \$4.00 a month, remaining on her until he became her comoder. During the winter of 1845, and until 1847, he worked for the Government at the arsenal at Watervliet, N. Y., making ammunition; and in the spring of 1847 he was seriously injured by an explosion. After his recovery he shipped on the sloop "Mechanic," afterward going on board the "Highlander," buying a half interest in her. In the winter of 1848, and for two years following, he was on the ocean, aboard the "John Silliman," which was commanded by Captain Ross, who had his wife and sister-in-law with him. It was there that Captain Crawford obtained his knowledge of books, and it was through the kindness of Captain Ross's wife and sister that he had the opportunity; they manifesting an interest in their student. In 1852 he commenced steamboating on the Hudson River, and went on board the "Washington Hunt" as pilot, and, in 1853, served as pilot of the steamer "John S. Ide," occupying the same position the next

year on the steamer "Annie," one of the "Swift-shore Line," and, in 1855, went as mate on the tug-boat "Commerce," belonging to the same line. Sailing until the winter, he went to Philadelphia at the request of some friends, and superintended the building of a tug, preparatory to coming to Chicago. His uncle made him a one-third owner, and he sailed from Philadelphia on the new tug called the "Andrew Foster" in April, arriving in Chicago June 10, 1856. On his arrival at Chicago, he at once commenced towing vessels. That year was a prosperous one for shipping agents, vessels getting twenty-five cents a bushel for carrying grain to Buffalo and New York. In 1856 he went to Two Rivers for the purpose of towing down two canal boats, but soon after starting on the return trip, the wind rose from the southeast and he was obliged to make a harbor, putting in to Manitowish, where he arrived in safety through the assistance of the captain of the "Gertrude." This was said to be the first steamboat ever inside that harbor, at that time. In 1857 the panic began, and, during that year and a part of 1858, the shipping interests were severe sufferers, as many as fifty vessels lying in port during the entire season. April 1, 1857, was the date of the severest gale in this locality, in the memory of Captain Crawford; the brig "David Smart," foundering outside the North Pier while anchored, and, with one exception, all hands on board were lost. A volunteer crew, which started to the rescue, were capsized and lost. From 1856 to 1863 he was continuously in service on the lakes in the tug service, and on the close of the season of 1862 gave up his position on the "Foster" to take charge of a large wrecking tug, the "George W. Wood." Since 1863 he has been interested in a tug line, and during the first season built the tug "Crawford," whose boiler exploded about two weeks after, in Chicago harbor, killing all the hands but one. Captain Crawford was married to Mrs. Kate Vance, a widow, daughter of Captain John McFadden. Three children are living, Samuel A., Jane Belle, and the younger, a girl, who, through her own persistence, was christened "John" Ellen, and who is regularly called by that name.

CAPTAIN IRA H. OWEN, one of the early citizens of Ohio, was born in Conneaut, in that State, in 1823, at which place he remained until 1837, when he shipped on the schooner "Savannah," commencing in the capacity of cook the first year; the following three years he went before the mast, and at the end of that time he was promoted mate of the "Alps," where he remained for about two years; and continued as mate of different vessels until 1845. He was part owner of the "Wm. L. Marcy," which was lost in November, 1844, when all hands on board went down, Captain Joseph Perry having command of the vessel during the absence of Captain Owen, which was caused by sickness. When able for duty again, he sailed the schooner "General Harrison," plying between Chicago and St. Joseph, Mich., carrying stone to build the pier at the latter place. He spent about a year in travel, and went into business at Sault Ste. Marie, and in 1847 was mate of the steamer "Sam Ward," E. B. Ward, commander. From 1848 to 1852 he was mate, and afterward captain of the propeller "Pocahontas," and was mate and master of the propeller "Mayflower" for two seasons, and then master of the "M. D. Spaulding," the "Buffalo," the "Evergreen City," and the "Fountain City," leaving the lakes in 1860 on account of sickness. In 1867 he built the steam barge "St. Clair," in which he carried lumber east from different points, receiving therefor the liberal remuneration of \$8 per thousand. From 1870 to 1875 he was in the ore trade, and, during that time, built the tow-barges "Agnes L. Potter" and "Jessie Lynn," the steam-barges "S. C. Baldwin" and "Ira H. Owen," these boats belonging to the Escanaba and Lake Michigan Transportation Company. The boats were sold to the Inter-Ocean Transportation Company, leaving the charters intact; the Escanaba Company bought the propellers "Inter-Ocean" and her consort, the "Argonaut," Captain Owen being then elected treasurer, in which office he has remained from 1877. The company has since transformed the "Argonaut" into a steamer, and has built the steamer "Escanaba," of about 1,000 tons, and the "Rhoda Emily," of about 500 tons, having in all four steamers. Captain Owen is at present interested in and president of the Delta Transportation Company and the Escanaba Towing and Wrecking Company, the first company owning the steamers "Minnie M." and "Lady Washington," and the latter company the tugs "Owen" and "Delta." The Escanaba Company being chartered under the laws of Michigan, was made plaintiff in the celebrated case contesting the rights of the city to close the bridges, and, after a desperate contest, was defeated. Captain Owen first landed in Chicago in 1839, and came here permanently in the spring of 1871, just previous to the great fire. He married Miss Electa Bunker, of Cleveland, Ohio, in 1847, and has two sons living, named William R. and Ira D. Although advanced in years, he bears his age gracefully, and carefully attends to the details of his business, being promptly identified with the shipping interests of this port, and having perhaps as extensive an

acquaintance among marine men as any one living here at this time.

CAPTAIN WILLIAM WALSH was born near New Ross, County Wexford, Ireland, in 1829. He graduated at the public schools at the age of thirteen, and then took a commercial course of six months. He afterwards studied navigation, and, in 1843, shipped as cabin-boy from New Ross on the schooner "Victoria of Wexford," going to ports in England, Ireland, Scotland and Wales, and the Baltic and Black seas. In March, 1844, he bound himself as apprentice to Mr. Howlett of New Ross, who had several vessels trading in different parts of the world. He first joined an expedition for the release of the barque "Clarinda," on shore at the Isle of Skye, Scotland, loaded with deals from Nova Scotia. She was taken off the beach and towed to Dublin, Ireland, where she underwent repairs, was fitted out, and sailed for St. John's, N.B., about November 1, 1844; and after several attempts abandoned her voyage and put in at Newport, Wales, where she was loaded with coals for Wexford, Ireland, and was finally driven by contrary winds to Liverpool, where she was sold. He was then transferred to the barque "John Bell," owned by the same proprietors, and sailed to Baltimore, Md., from whence he returned on the "John Bell" to Waterford, where he arrived safely, and again sailed for Quebec, Canada, and on return trip brought a load of square timber for Cardiff, Wales. He shipped next on the barque "William Stewart Hamilton," in January, 1846, loaded at Liverpool with a cargo of general merchandise for Calcutta, and returned to London in 1847. He next joined the ship "Margaret Pemberton," same line, sailing from London, England for New Ross, to take a load of passengers to Quebec, Canada. Owing to the prevalence of ship fever at Quebec, nearly half the list of passengers died, either from ship-cholera or ship-fever. Captain Walsh was taken down with the disease on his arrival, and sent to the Marine Hospital, where he recovered, and finding that his ship had sailed, he shipped aboard a new vessel named the "Plantagenet" for Liverpool, and found the "Margaret Pemberton" fitting out for New Orleans. He joined the "Pemberton" and sailed in her about October, 1847. She was dis-masted during the trip, about four hundred miles southwest of Cape Clear, and put into Milford Haven, Wales, and repaired. He accompanied the vessel to Cardiff. She abandoned the trip first contemplated and loaded with coal and merchandise at that place for Valparaiso, S.A. They encountered a gale of wind in the Bay of Biscay, which caused the "Pemberton" to spring a leak, and they put in to the Island of Tenerife, where, on account of lack of place to repair, they lay nearly five months, and the vessel and cargo were condemned and sold. He sailed on a Spanish brig to New Ross, via London, and again joined the barque "William S. Hamilton," going to Quebec, loaded with passengers and returning with timber, and February 1, 1848, his apprenticeship ended. He then shipped on the brig "George Ramsey" in the coasting trade, took a load of passengers to Quebec, Canada, and on May 1, the vessel was sold. He worked towing timber until September, and joined an English ship, for Cork, Ireland. He then went to Liverpool and shipped on the "Scotland" of Belfast, and sailed for Mobile, Ala. In 1850 he loaded with cotton for Liverpool, and arrived in July of the same year. He next shipped on the barque "Unknown" for Nova Scotia, where she loaded with deals for Liverpool. He joined a brig at Liverpool, in the coasting trade between that point, Cardiff and Waterford. He shipped on the barque "John Bell," in 1851, with passengers for Quebec, Canada, where he left her, and engaged again in towing timber. In November of the same year he shipped on the "Julia," bound for Liverpool, and on arriving there shipped aboard the "James Wright" bringing passengers to New York City. He joined a barque there, bound for Savannah, Ga., and afterward made another voyage from New York City to Charleston, S.C. and back, where he joined the steamship "Lady Franklin" as quartermaster, bound for Havre, France. He remained with her until fall, and shipped for Mobile, Ala., on the "Moses Taylor." He then went steambating on the Alabama and Tombigbee rivers, where he remained until the spring of 1853, when he shipped for Philadelphia, going to New York City by rail; at which time he married. He afterward joined a packet at Portland, trading between Philadelphia and eastern ports, and in the fall joined a steamboat as wheelsman, going to New Orleans. Leaving her there he went to Mobile, Ala., and was employed in a cotton yard that winter, going to Boston on a Providence boat, and by rail to New York City, where he was engaged in rigging work until 1855, when he embarked in the grocery business. He sold out his business at a loss and went to Buffalo, N.Y., and at that port shipped on the barque "John Sweeney," then considered a large vessel, loaded with coal for Chicago, landing here in May, 1855. He then joined the schooner "Ashtabula," and finally, in September, came to Chicago permanently. He next sailed in the schooner "Palmetto" as mate, and in the winter went again to Mobile, Ala., coming back in the spring. He afterward was mate

on the schooner "E. G. Gray," then made a trip in the barque "Cherubusco," another in the "Pilgrim," and spent the next winter in Mobile, Ala.; remaining South, going to Cuba, and returning to Chicago in 1858. He was mate of the schooner "Abigail," and became master of the "H. N. Gates" and sailed her the season of 1859 on the lakes. He bought one-third interest in the schooner "Barney Eaton" in 1860, and sailed her until 1862, when he sold his interest and bought the scow "Union" and sailed her during 1862; sold her, and bought the schooner "Falcon" in the spring of 1863, and afterward the schooner "Peoria"; and in the years of 1865-66 remained ashore looking after his vessel interest. He sailed the schooner "Peoria" during the season from 1867 to 1871, and sold her in 1872, and he afterward bought the schooner "Albrecht" and sailed her until 1879, when he sold her to Hackley & McGordon, taking the tug "J. H. Hackley." He later took an interest in two vessels with the Ford River Lumber Company, and superintended them, carrying lumber from their mills at Ford River to Chicago. He superintended the building of the schooners "Ford River" and "Resumption," at Wolf & Davidson's ship-yard at Milwaukee, Wis., in 1879-80. He sailed the "Ford River" the season of 1880, and gave up sailing in the spring of 1881. He bought a half-interest in a new tug, building at Wolf & Davidson's yard, fitted her out and brought her to Chicago. She was named after W. H. Wolf her builder, and is running on the Chicago River under his control. He still holds an interest in the schooners "Resumption" and "Ford River" and the tug "Hackley." Captain Walsh was married in New York City April 23, 1853, to Miss Mary Barron, a native of County Wexford, Ireland; they have a family of four sons and four daughters now living.

WILLIAM HARMAN, THE FIRST SHIPSMITH to establish himself in Chicago, was born in Hull, Yorkshire, England, in September, 1804. After learning his trade he went to Paris, France, where for six years he was employed in the Charronton Iron Works. While a resident of the capital, in 1824, he married Phoebe Spencer, an old acquaintance and also a native of Hull. In 1830 Mr. Harman emigrated to America and, settling in New York City, worked at the West Point Foundry for a number of years, but, on account of his wife's health, decided to come West. Arriving at Chicago, in June, 1835, he started his shop in which were manufactured heavy forgings for vessels. He continued in this business until the spring of 1853, when he removed to Oregon and for twenty-three years resided at the Dalles, Portland, being a great portion of this period foreman of the shops of the Oregon Steamship Navigation Company. He has paid Chicago several visits and at this time (June, 1883) is with his son (William Harman, of the Union Tug Line), but is making preparations to return to Oregon and active work. Mr. Harman is still hale and hearty. In 1840 he was a convert to the Washingtonian temperance movement, and for the past forty-five years has been an ardent advocate of the principles to which he then subscribed.

WILLIAM HARMAN, JR., was born in New York City, in March, 1834, coming to Chicago, as an infant, in June of the next year. He served his time, as an apprentice, with Philetus W. Gates, who then, in partnership with Hiram H. Scoville, and afterward with A. H. Hoge, ran a foundry and machine shop on the corner of Washington and West Water streets. From 1850 to 1858 he remained in Mr. Gate's employ, and subsequently became chief engineer on the Prindiville & Sturges line of tugs. When Captain Prindiville sold out in 1863, Mr. Harman bought the "Sturges" and "Rumsey," but a few days thereafter they were seized by the United States Government for service on the Mississippi River. The "Sturges" exploded in running the Vicksburg blockade, and the "Rumsey" is said to be still in service at Memphis, Tenn. Mr. Harman has been engaged in the business ever since, owing at the present time four of the nine tugs which compose the Union Line. He was married August 1, 1860, to Miss Nora Everett, of Chicago. They have had twelve children, six of whom are living, four boys and two girls. Mr. Harman's eldest son is associated with him in the tug business.

In connection with the marine interests of this city, it is proper to make mention of the transportation companies which have done so much toward amplifying Chicago's commercial and maritime relations. The most prominent, as well as among the oldest of these, is probably that of Captain A. E. Goodrich. Another firm, however, which is well and thoroughly known, is that of Leopold & Austrian, commission and transportation agents, which was established originally in 1847, at Eagle River, Mich., under the style of Leopold Bros. & Co., general merchants, the firm being composed at that time of Samuel F., Aaron F. and Henry F. Leo-

pold, and Joseph Austrian. They built up an extensive trade in that region, and were largely engaged in handling copper ore and other products from the mines. About 1864, Samuel F. Leopold and Joseph Austrian came to Chicago, and established the house here under the style of Leopold & Austrian, the present title, with a branch house at Milwaukee conducted by Aaron F. Leopold. Henry Leopold retired from the concern in 1875, and Aaron Leopold in January, 1885, the business being now carried on by Samuel F. Leopold and Joseph Austrian. They do a very large commission business in grain, produce and copper, and are also agents of the Lake Michigan and Lake Superior Transportation Company. Both partners have been members of the Board of Trade for the past fifteen years.

SAMUEL F. LEOPOLD, of the firm of Leopold & Austrian, was born in the Grand Duchy of Baden, Germany, in 1825, and was educated at his home, attending the high school, and finishing his studies by acquiring a knowledge of the French language. At the close of his school days he went into the employment of a leading dry goods house, where he remained from the age of fifteen to twenty-one. In 1846 he concluded to come to America, and during that year arrived at Mackinaw, Mich., where his brother Louis was then in the business of general merchandising. He at once went into his brother's employ, and was with him for several years. He next went to Green Bay, Wis., opened a general store, in company with his brother Henry, and remained there until 1851, after which he concluded to try the Lake Superior region, and went into the mining supply trade, there being at that time but two prominent mines on the lake—the "Cliff" mine at Eagle River, and the "Minnesota" at Rockland, a small place near Ontonagon. His intuition and business sagacity led him to believe that this was to become a great mining region, and to supply those mines would be a trade well worth looking after. He accordingly commenced that business in a small way, with his brothers Henry and Aaron, and was joined the second year by Joseph Austrian, under the firm name of Leopold Bros. & Co., after which, with increased capital and facilities, they extended their business, opening a new store at Eagle Harbor, which was managed by his brother, and one at Hancock, which was the first store building in that place. By perseverance and industry he was enabled to see the business increase, and he, in 1867, came to Chicago and joined his brother here. One item will show the business methods of the Leopold Brothers. The copper ore was sent to Boston and New York, there smelted, and after being manufactured into wares a large portion of it was returned to Chicago. He made up his mind that Chicago was the place to ship to direct, and that it was entirely unnecessary to send the copper east. He at once commenced the trade here, and it is largely due to his determination and that of his partner, Joseph Austrian, that the West was so readily supplied, and through them were saved large sums, especially in transportation, for it was soon discovered that the price of copper was the same here as in New York. Mr. Leopold was early identified with the People's Line of Transportation, carrying passengers and freight to and from the Lake Superior region. The interests of this line were constantly increased, and it was finally merged into the Lake Michigan and Lake Superior Transportation Company in 1879, when this organization was perfected, and regularly chartered by the State of Illinois. At the first election of officers Mr. Leopold was made president, and at each succeeding election has been re-elected, which position he holds at present. After remaining in America ten years he returned to Germany, and at Stuttgart, in 1856, married Miss Babetta Goodman. He has six children living—Helen, Nathan, Alfred, Rachael, Hulda and Celia.

JOSEPH AUSTRIAN, a member of the well known firm of Leopold & Austrian, and general manager of the Lake Michigan and Lake Superior Transportation Company, is the son of Abram I. and Maria Austrian, of Wittelschhofen, Bavaria, Germany, and was born September 15, 1833. He received a liberal education in the public schools of his native city, and, after completing special studies under private instruction, he assisted his father in agricultural pursuits until he was seventeen years of age. After a year's stay with relatives at Feuchtwangen, he concluded to try his fortunes in the New World. Accompanied by his sister, Ida, he embarked on the sailing vessel "Robert Kelly," and after a perilous voyage of nearly a month's duration, he arrived at New York. Leaving his sister in care of an uncle, he immediately departed for Mackinaw, Mich., where he had relatives. Upon reaching Detroit he found, to his consternation, that navigation to his destination had closed for the season, and that he would be compelled to remain there all winter. His position was trying in the extreme,

as he was a stranger in a strange land, unfamiliar with the customs and language of the people, and almost penniless. He was, however, equal to the emergency, and managed to earn an honest living, and wisely employed his evenings in making himself master of the English language. On the 28th of March, 1851, he took passage for Mackinaw on board the propeller "Republic," and reached that city on the 1st of April. After remaining with his sister and brother-in-law one month, he went to LaPointe, then a small village on Madeline Island, one of the Apostle group, and entered the employ of his brother Julius, who was engaged in general merchandising and in the fish business, making himself generally useful in the store and assisting him on the fishing-ground. At that time the inhabitants of LaPointe and Madeline Island



LIGHT HOUSE.

were Indians and half-breeds, and about half a dozen white people. During his stay at LaPointe, he experienced many adventures and narrow escapes. On one occasion, while attending to his duties on the fishing-ground, his boat was capsized by a sudden squall, and only through the greatest exertion was he enabled to save his life. At another time he set out to visit a distant habitation, and was obliged to pass through a dense forest. Night coming on, he lost his way and wandered into a swamp, where he was compelled to remain until the following day before he could make his way out. There were at that time but few vessels on Lake Superior, as the Sault Ste. Marie Ship Canal had not been constructed. The only two steam vessels on that lake were the small propellers "Napoleon" and "Independence," which had been drawn over the portage. These vessels, with a few schooners, constituted the entire fleet. In the spring of 1851 the propeller "Monticello," was transported over the portage and was added to the tonnage already there. It took the propeller "Napoleon" a week to make her trip from LaPointe to Sault Ste. Marie. In the winter of 1851-52 he was engaged in the logging camps, and when the snow left in the spring he was employed in a saw-mill, the power of which was obtained from a small stream, now called Pike's Creek. In the fall of 1851, also, of the following year, he coasted between LaPointe and Ontonagon, a distance of ninety miles, for the purpose of obtaining provisions and merchandise. These trips were often dangerous on account of adverse winds and violent storms. His cargo from LaPointe consisted of fish, furs, etc., which he traded for groceries and other necessities. During these voyages it was customary to camp out at night on the lake shore, and on one occasion the snow fell during the night to such a depth that he had great difficulty in extricating himself. Late in the year of 1852 he went to Eagle River and entered the employ of Henry F. Leopold, who was engaged there in general merchandising, with whom he remained until the fall of 1853, as salesman and bookkeeper, when Mr. Leopold disposed of his business. He then went to Cleveland, Ohio, where he met his mother and the rest of the family, who had left their Bavarian home upon the death of his father. In the following spring he returned to Eagle River, and as partner of the firm of H. F. Leopold & Co., reopened the store at that point and began business on a larger

scale. He remained at Eagle River during the next ten years, and, through his energy and ability, increased their business from an insignificant amount to the most gratifying proportions. In 1863 he went to Hancock, Mich., where his firm were among the first to erect a large store and warehouses, the erection of which he directed and superintended. His firm also operated a branch store at Eagle Harbor during that year. He disposed of his business interests in 1864, and, coming to Chicago, entered upon the enterprise of establishing a transportation line between this city and Lake Superior. Associating himself with Messrs. L. F., H. F., S. F., and A. F. Leopold, under the firm name of Leopold & Austrian, they organized the "People's Line." Their first vessel was the propeller "Ontonagon," which was soon found inadequate to meet the demands of their rapidly increasing business, and during the next year they put in another boat, the propeller "Norman." These vessels made weekly trips to Sault Ste. Marie, and were the means of diverting to Chicago the bulk of northwestern shipments, which had previously been sent to Detroit and Cleveland. Although the "People's Line" was busily engaged their boats were not of the class calculated to attract the attention of great shippers, and, to supply the deficiency, Mr. Austrian contracted in Cleveland for the building of a first-class freight and passenger vessel, which would in all respects meet the demands of their business. He returned to Chicago a day prior to the great fire. After the holocaust, he correctly divined that the future held brilliant business prospects, and gave orders for the immediate completion of their new vessel. In July, 1872, the "Peerless" came from the ways, and was pronounced the finest craft of the lake marine. The "Ontonagon" was sold and replaced by the "Joseph L. Hurd," which was thoroughly refitted, and supplied with a handsome and commodious passenger cabin. Upon the consolidation of the Lake Michigan and People's lines, under the name of the Lake Michigan and Lake Superior Transportation Company, he was elected general manager of the company, which position he now fills. Through the combination of these two companies, other vessels were added to the line, which afford unequaled facilities to both the shipping and traveling public for all points between Chicago and Lake Superior. Mr. Austrian was married in February, 1869, to Miss Mary Mann, daughter of S. Mann, Esq., of Cleveland, Ohio, a graduate of the high school of that city, and a lady of unusual musical accomplishments. They have now four children: Belle, Florence, Stella and Alice, having lost their only son, Alfred, in 1880.

THE LAKE MICHIGAN AND LAKE SUPERIOR TRANSPORTATION COMPANY, whose office is located at the corner of Washington and Market streets, was first organized in 1879, and regularly chartered by the State of Illinois. At its organization, S. F. Leopold was elected president; A. T. Spencer, vice-president; C. F. A. Spencer, secretary and treasurer; Joseph Austrian, general manager. The election of officers is held every three years, and each time since the organization have the original officers been chosen. The company was established for the purpose of forming a line of passenger and freight boats, plying between Chicago and Lake Superior, and several steamers, used privately by some of the members of the company, were placed in the line, among which were the steamers "Peerless," "City of Duluth," "City of Fremont," and "J. L. Hurd." They afterward added the steam barge "J. R. Whiting" and its consort "Guiding Star," and in 1884 the "Jay Gould."

CAPTAIN ALBERT T. SPENCER was born in Westfield, Chautauque Co., N. Y., in 1822, where he remained until about eight years of age, when he removed with his parents to Erie County, Penn. After residing there about three years, he moved to Erie, Penn., in 1836, where he remained until 1846, attending in the mean time the academy in the winter, and in the summer spending his time on the steamboats. He commenced his first trip in 1836, on a steamer called the "Thomas Jefferson," plying between Chicago and Buffalo. In 1838 the steamer "Buffalo" was finished, and he served on her; in 1839, he went on the new steamer "Wisconsin," and remained with her until 1840, when he transferred his services to the "Missouri." The last new boat added to the line, which belonged to Charles M. Reed, of Erie, in whose service he had been from the first, was the "Keystone State." He went on this vessel and remained until 1851, when he gave up steamboating. For years he had been engaged as steward and purchasing agent, which latter office included the filling orders for Western merchants in Eastern markets. In 1856, when he first came to Chicago, there was but one landing in the city, located at the north end of the present Rush-street bridge, and in front of a hotel then building, called the Lake House, and also opposite old Fort Dearborn. This dock was used until 1859, when the property east of State street, called the Reservation, was sold. Charles M. Reed, of Erie, Penn., brought at that sale all of the property on the south side, from the foot of State street to Wabash Avenue, a portion of which he still owns, and on which he built docks for

his boats, which regularly landed there until sidewheel steamers were superseded by propellers. In 1855, it was determined to run a line of sidewheel boats between Chicago and Collingwood, to be called the Collingwood Line, which included the "Queen City," "Niagara," "Louisiana," and "Keystone State," connecting with what was then known as the Ontario, Simcoe & Huron Railroad, now called the Northern Railroad of Canada, under the management of the Grand Trunk Railroad. Captain Spencer acted as agent of this company for nearly twenty-five years. During 1855, the Sault Ste. Marie Canal was completed, and he commenced running to ports on Lake Superior, having formerly run to the Sault and connected with the steamers above. This was the first line between Chicago and Lake Superior. He came to Chicago to reside permanently in the spring of 1847, and has been ever since either steamboating or as part owner of steamboats. In 1879, he was elected vice-president of the newly consolidated line of the Lake Michigan and Lake Superior Transportation Company, and has held this office up to the present time, being three times re-elected. Captain Spencer has lived to see Chicago grow from almost a wilderness to a city of the first rank, and has reared a family in whom he has a pardonable pride. He was married in Chicago, in 1845, to Miss Lucia E. Howe, daughter of F. A. Howe, Esq., and has three children living, Charles F. A., Mrs. W. H. Dodge, of Waukegan, Ill., and Louis V.

CHARLES F. A. SPENCER, a son of Captain A. T. Spencer, was born in Chicago, at the corner of Dearborn and Washington streets, on September 13, 1846. He commenced his studies in Chicago and completed them in Waukegan, Ill., where his father afterward lived. In 1860 he entered at Chicago the office of his father, who had charge of the business of the Collingwood Line of steamers, and remained with him until 1866, when he went to Milwaukee. He there took charge of the office of the steamers of the Grand Trunk Railroad, plying between Chicago, Milwaukee and Sarnia, Canada, and the Chicago, Milwaukee and Lake Superior Line of steamers, plying between Chicago and points on the upper lakes, this line being a competitor of the People's Line, which was afterwards consolidated with it. In the winter of 1866-67 he managed the business of the Blue Line, a fast railroad express for freights, and in 1867 came to Chicago and took charge of the Chicago, Milwaukee & Lake Superior Line of steamers, also doing a commission business with merchants and mines on the lakes. When the two lines of Lake Superior steamers consolidated under the name of Lake Michigan and Lake Superior Transportation Company, he was chosen secretary and treasurer at the first election of officers in 1879, and has been re-appointed to the same positions at each successive election. Mr. Spencer was married in Chicago, in 1872, to Mrs. A. J. Wonnacott, who died in 1883, leaving two children—May H. and Albert L.

OCEAN MARINE.—As an adjunct to the marine interests may, with propriety, be mentioned some of the individuals who have been important factors in building up the immigration business here.

ANDREW J. GRAHAM, who, since the retirement of John M. Graham, the pioneer Catholic bookseller, has had charge of his father's business, also claims the distinction of operating the oldest established ocean-steamship agency in Chicago. When Mr. Graham, sr., left the firm after the fire, its management fell to Joseph J., Mrs. John M., and Andrew J. Graham. The former died in January, 1885, and Andrew J. Graham became the active manager of the business, which is the oldest and largest of its kind in the city. The establishment at No. 113 Desplaines Street is the most extensive west of New York and does a large business in general and church goods, besides being the general headquarters for all books and goods employed by the clergy. In connection with the book business, Mr. Graham operates an agency for the Cunard and other large ocean steamship lines. The agency was established in 1866 by his father, who was the first agent of the Black Ball Line. The books of the establishment show the sales of tickets, to be used on the sailing vessels of this line, which date back nearly to the time of the war, when money was selling at thirteen dollars for the pound sterling. Since then the firm has done much to encourage and promote immigration, Mr. Graham booking seven hundred and fifty passengers from the old country in less than five months of 1885. The establishment has become known prominently here and in Ireland, and the utmost care is given to protecting the interests of emigrants consigned to the Graham agency. Mr. Graham was born February 5, 1861, in Chicago, and was married on November 10, 1884, to Miss Minnie Padden of this city. He is the youngest man in his line in the city, but he has conducted the establishment, founded in the fifties, with credit and success. Mr. Graham is associated with all progressive church and social movements of importance in the

community where he resides, and the increase of the business he controls is due largely to his ability and enterprise.

FRED G. WHITING, the general western agent for the Cunard Ocean Steamship Line, has been a resident of Chicago for thirty-two years; in the employ of the company he now represents since 1871, and connected with the line in a managerial capacity since 1883. The position occupied by Mr. Whiting is one of responsibility and importance, representing as it does the entire western interests of the oldest ocean line of steamers in existence, the Cunard Company having been formed in 1840. Since his first connection with the company, Mr. Whiting has witnessed its marvelous growth, and has been one of its trusted auxiliaries in bringing about that result. The integrity and honor of his office, a post under direct authorization from John Burns, chairman of the corporation, in Liverpool, can not be fully estimated without a knowledge of the wonderful prosperity of the same, and the extensive element it comprises in trans-Atlantic traffic. The Cunard was first known as the British and North American Royal Mail Steam Packet Company, with headquarters in Liverpool. It commenced business with four paddle-wheel steamships, with an aggregate of four thousand six hundred and two tonnage. This has increased, from year to year, until there are now some sixty vessels afloat, many of which are the fastest and most magnificent ships yet constructed, some with a tonnage of eight thousand, and with fourteen thousand five hundred horse-power, and a grand total aggregate of one hundred and fifty thousand tonnage. In the last forty-five years the steamers of this line have made five thousand trips, and carried three million passengers, and have never lost a life nor a letter from the mails entrusted to their charge. Mr. Whiting, to whom the western business of this large company is confided, entered the service of the same under P. H. Du Vernet, an old and trusted servant of the company, who established its first agency here in 1871, at its first office location, No. 72 Market Street, and its present quarters, under the Sherman House, where the agency has been for over ten years. Mr. Whiting filled every position in the province of employment, from a subordinate clerkship to chief bookkeeper. His attachment personally to the retired agent, is quite as sincere as his fidelity to the company, which recognized the ability of an ambitious young man, determined to reach the top of the ladder through industry and integrity. When Mr. Du Vernet was called to take charge of the Boston office of the company, in July, 1883, Mr. Whiting was appointed his successor. Since that date, the flattering success of the first agent in increasing the business of the company, seems to have followed his successor, until the Cunard maintains the lead in its line, throughout all the numerous agencies under control of the Chicago office. Mr. Whiting's career has been closely identified with the history of the city. Born at Cheltenham, England, June 9, 1852, the son of Ezra and Sarah Whiting, he came with his parents to Chicago the following year. The senior Whiting was an expert in the art of architectural construction, and was prominently known as a builder among the old settlers, having erected the old Adams House, the Rock Island car-shops, and other large structures. The present steamship manager spent most of his youth in Chicago, and received his early education at the Jones School, on Harrison Street. During the oil excitement, his father removed to Canada, and the son completed his education at the Upper Canadian College, at Toronto. He returned to Chicago three years later. In 1878 Mr. Whiting was married to Minnie, daughter of Edwin Walker, the stone contractor and builder of the court house. They have one child, named Edwin W. The prosperity that has attended the efforts of Mr. Whiting, are no more pleasing to himself and his friends, than the realization that, though the youngest of the steamship agents in Chicago, he holds one of the most important positions in that service, and has employed his honors only to serve the line he so ably represents, and to conduce to the progress of the community of which he is an esteemed member.

FRITZ FRANTZEN, one of the earliest foreign steamship agents in Chicago, was born in Jutland, near Horsens, Denmark, in 1835, his father's name being Jens J., and that of his mother, Anna. His father was a school teacher, and was greatly honored and esteemed by all for his strict integrity of character. After graduating from the Hørsens' College in 1850, he served a practical apprenticeship as millwright, securing a theoretical experience at the industrial schools of Copenhagen. In 1861, he was appointed assistant to the chief engineer of railroad construction at Copenhagen, in which capacity he served until 1863, when the war between Germany and Denmark broke out. Mr. Frantzen entered the army and was promoted to a lieutenantcy in May, 1864. After the battle of Düppel, where he had a narrow escape from death, and from which engagement one regiment marched home decimated and with every important officer killed, Schleswig-Holstein was ceded to the Germans, peace proclaimed, and Mr. Frantzen set sail for America, intending to offer his services in the war of the

Rebellion. He arrived in Chicago in the spring of 1865, to find the country at peace, and for two years engaged in the millwright business with George Olson, the pioneer Dane, who has lived forty years in this city. In 1867 he opened a steamship agency and foreign exchange office, at No. 43 West Kinzie Street for the Allan Line, operating under the local management of its principal representative at this point. In 1870, he moved to No. 83, on the same thoroughfare, and in 1875 to No. 98 Milwaukee Avenue, purchasing the property and remaining there, and at No. 92, until 1884, when he bought his present place of business at No. 296 Milwaukee Avenue. Immediately after the great fire, Mr. Frantzen was almost the only agent in shape for the transaction of business, and he enjoyed a transient monopoly of the ocean steamship trade. He was one of the first notaries public in the division of the city where he resides. He has returned to Europe several times, on one occasion to arrange for the importation of foreign publications. He was married in 1867, to Miss Helena Michelsen. They have four children: Arthur, George, Henry and Walter.

THE POLICE DEPARTMENT.

From 1858 until the spring of 1861, the police of the city continued to act under the direction of the Mayor or the City Marshal. By ordinance of May 17, 1851, the City Marshal was constituted the acting chief-of-police, but the Mayor, by virtue of his office, was the head of the force. He made the appointments and could direct their action, and, during the two terms of the mayoralty held by Mr. Wentworth, in 1857 and in 1860, the Mayor was a very important factor of the force. One of the notable acts of his first term was his raid upon street and sidewalk obstructions, on the night of June 18, 1857. There was an ordinance prohibiting the obstruction of sidewalks by signs, awnings, posts, merchandise or other things, but as it had never been enforced, it was looked upon generally as a dead letter. Not so, however, thought the Mayor, and finding that warnings and notices were of no avail, on the night mentioned he gathered a force of his policemen with drays and wagons, and took down every sign or other obstruction to the sidewalk on the principal streets, and before morning had them all deposited in a pile on State Street, at the north end of Market Hall. There they remained until reclaimed by their owners, the reclamation being invariably accompanied by a fine for violating the ordinance.

At other times Mr. Wentworth accompanied a force on special "raids," and at all times was the active and real chief of police.

Under Mayor Wentworth the police wore leather badges, but had no other distinctive mark or uniform.

In 1858, under Mayor Haines, a uniform for the police was adopted. It consisted of a short blue frock-coat, which got the nickname of the "copper" stock coat, and a blue navy cap with gold band. A plain brass star took the place of the leather badge. When Mr. Wentworth came in again in 1860, he replaced the star with his leather badges, but made no change in uniform.

During these years, from 1858 to 1861, each division of the city constituted a police district, with a station at the different market halls. The force consisted of a captain, six lieutenants, three sergeants, and between fifty and sixty patrolmen. About half the latter, under the captain, two lieutenants and a sergeant, were stationed in the South Division, the rest being divided between the North and West divisions. There were also two police magistrates. The following were the last City Marshals who were at the head of the police department: 1858, J. M. Donnelly; 1859, Jacob Rehm; 1860, Iver Lawson.

On the 15th of February, 1861, the Legislature of Illinois passed an act to establish a Board of Police

Commissioners in the City of Chicago. The board was to consist of three commissioners, one to be chosen from each division of the city. The Governor of the State was authorized to appoint the members of the first board, who were to hold their offices for two, four and six years respectively, from and after the next general municipal election. The respective terms of the first commissioners were to be decided by their drawing lots. It was further provided that at the general municipal election in 1863, and biennially thereafter, there should be elected a commissioner to succeed the one whose term then expired.

Under this law Governor Yates, on the 22d of February, 1861, appointed Frederick Tuttle from the South Division, William Wayman from the West Division, and Alexander C. Coventry from the North Division, as the Board of Police.

The commissioners organized and elected Mr. Coventry president, and Mr. Wayman, treasurer of the board. In drawing lots for their terms of office, Mr. Coventry drew the long term, Mr. Wayman the intermediate term and Mr. Tuttle the short term.

By the law it was made the duty of the board to organize the police force by appointing a superintendent and deputy superintendent, captains, sergeants and patrolmen. While they were in the midst of the performance of this duty, but before they had made any



appointments, Mayor Wentworth, whose term of office was drawing near its close, startled them into action in a very surprising way. About one o'clock in the morning of the 26th of March, 1861, he assembled the entire police force before him at his office in the City Hall, and discharged them, leaving only a custodian at each station. The reason he gave for this sensational stroke was that the Board of Commissioners should have a chance to start fair in their work of appointment. It certainly had the effect of causing the board to make a beginning. Jacob Rehm was at once appointed deputy superintendent, and before the close of the day several officers and some twenty-five patrolmen were appointed and sworn in. The city had been without a police force for about twelve hours. In a few weeks the force was thoroughly organized under Cyrus P. Bradley as superintendent, and Jacob Rehm, deputy.

One of the first things the new board did was to adopt a new and complete uniform for the members of the force. It consisted of a blue frock-coat and gray pantaloons with blue stripe. The badge was a silver shield.

This was the first full uniforming of the police in Chicago. In February, 1863, the Legislature revised the city charter, and in so doing made a change in the constitution of board of police. The term of office was reduced to three years, one commissioner to be elected every year, and the mayor was made a member of the board *ex officio*.

In 1863 Mr. Tuttle's term expired, and J. L. Newhouse was elected as his successor, the board being composed of A. C. Coventry, William Wayman, and J. L. Newhouse. Jacob Rehm was appointed superintendent, and the captains were John Nelson, William

Turtle, and Frederick Gund. The city was divided into three police precincts, each division of the city constituting one, with stations and sub-stations.

The First Precinct Station was the Armory Building on the corner of Franklin and Adams streets, with a sub-station at the corner of Twenty-sixth and State streets. A captain, three sergeants and thirty-six patrolmen formed the force in the first precinct.

The Second Precinct Station was at the west end of West Market Hall, Randolph Street, with a captain, two sergeants and twenty patrolmen.

The Third Precinct Station was at the north end of North Market Hall, Michigan Street east of Clark, and had a captain, two sergeants and eighteen patrolmen.

During 1864 the force remained unchanged except that Thomas B. Brown was elected member of the board from the West Division, and William Tuttle was appointed superintendent. In 1865 the Legislature again amended the law with respect to the Police Board. By the act of February 16, 1865, the term of the Police Commissioners was extended to six years, one to be elected every two years, and it was provided that the police force should consist of a general superintendent, one deputy superintendent, three captains, sergeants of police not exceeding twelve, and patrolmen not exceeding two hundred.

The board in 1865 was composed of Alexander C. Coventry, president; John Wentworth and Thomas B. Brown, with William Tuttle as superintendent. The stations remained the same as during the previous year, but the patrolmen were increased to one hundred and twenty-five.

In 1866 the members of the board were Thomas B. Brown, A. D. Titsworth and Frederick Gund. Jacob Rehm was appointed superintendent, and the number of patrolmen was increased to one hundred and fifty-five. There were also sub-stations at the corner of Archer Road and Halsted Street, at Lake and Paulina streets, and at North Avenue and Larrabee Street.

In 1867 the Legislature again amended the police law, mainly in respect to salaries. The Board of Commissioners were required to devote their entire time, if requisite, to the duties of their office, and were each to receive an annual salary of not less than \$2,500; the amount, however, was to be fixed by the Common Council.

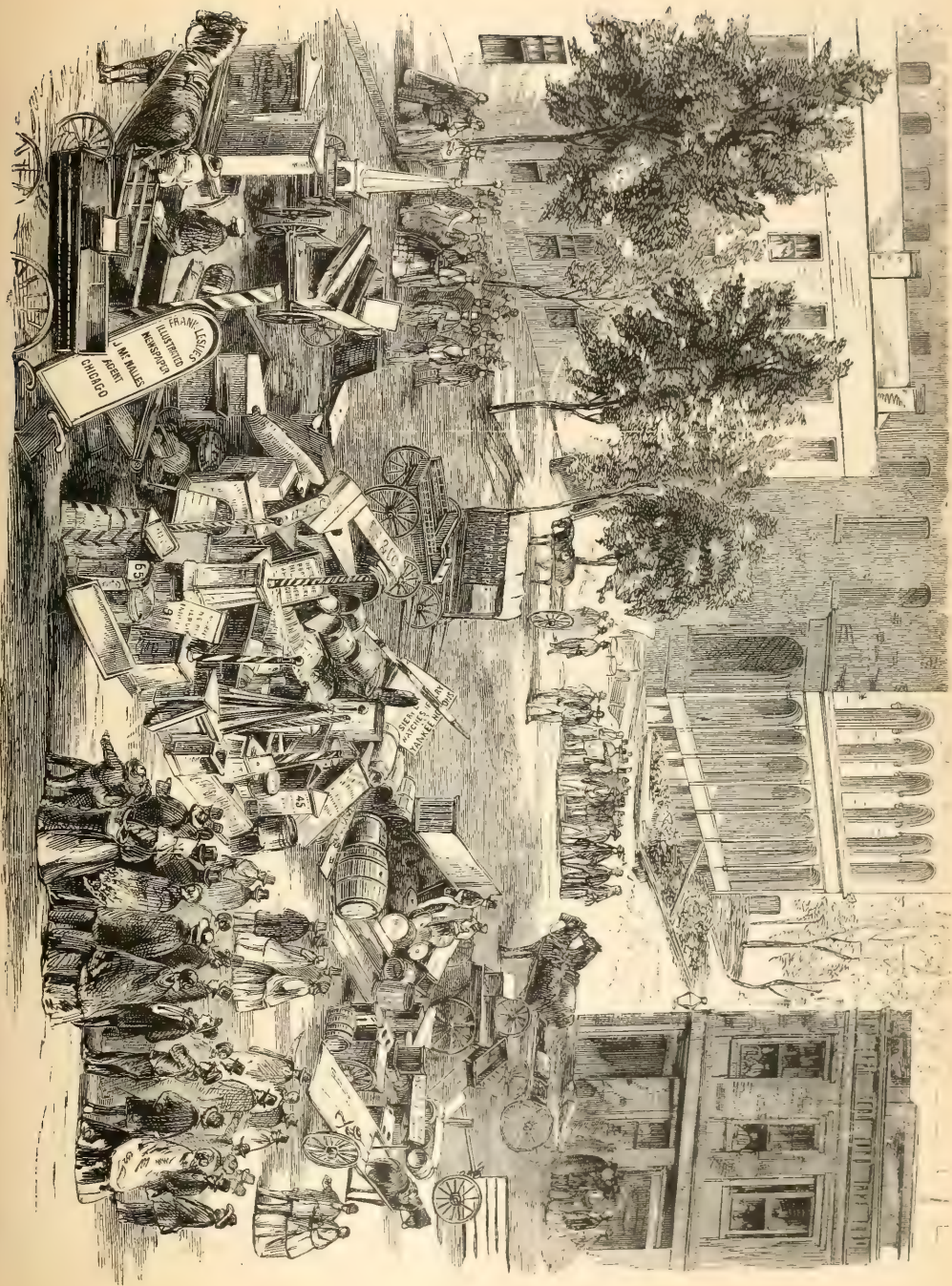
The other salaries were as follows: The superintendent not less than \$3,000; deputy superintendent not less than \$2,500; each captain not less than \$1,500; each sergeant not less than \$1,200; and each patrolman not less than \$800 nor more than \$1,000.

By a later act of the Legislature in March, 1869, the salary of each commissioner was fixed at \$3,000, each captain's at \$2,000 and each sergeant's at \$1,500.

In 1867 the patrolmen were increased to one hundred and seventy-three, but no other change, either in board, officers, or stations, occurred. In 1868 there was no change except that Wells Sherman was appointed deputy superintendent in the place of John Nelson.

In 1869 the board was unchanged, but W. W. Kennedy was appointed superintendent. The stations were the same with the addition of sub-stations on Cottage Grove Avenue, between Twenty-fifth and Twenty-sixth streets, on the corner of Twelfth and Johnson streets and on Chicago, near Milwaukee Avenue.

In 1870 the precincts and stations remained the same. Two hundred and seventy-four patrolmen were employed under W. W. Kennedy, superintendent. The commissioners were Thomas B. Brown, Mark Sheridan and Frederick Gund. In 1871 the Board of Commissioners



RESULT OF JOHN WENTWORTH'S SIGN-RAID.

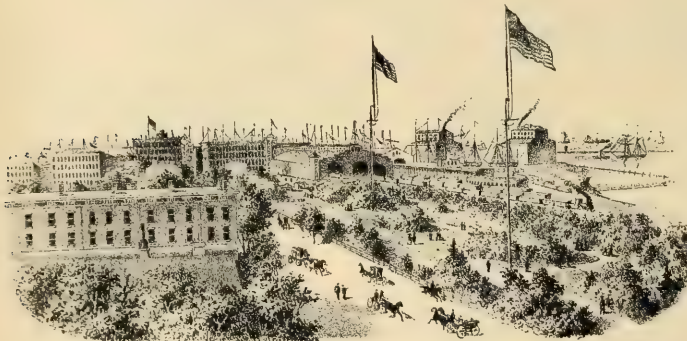
(From original plate furnished by courtesy of Mr. Frank Leslie and Hon. John Wentworth.)

and officers remained the same as during the previous year, the patrolmen being increased to three hundred and ten men. Three additional stations were established; called the South Branch sub-station, the North Branch sub-station and the Webster Avenue sub-station.

CYRUS PARKER BRADLEY was one of the most energetic and able men ever connected with the fire and police service in Chicago; in fact, for many years he was considered one of its most practical and useful citizens, doing much to bring an orderly and efficient municipal government out of the changes and struggles for excellence of these early times. Mr. Bradley was born at Concord, N. H., November 14, 1819, locating in Chicago when in his eighteenth year. For a number of years he remained in the employ of H. Norton, Walters & Co., owners of a large warehouse located near old Fort Dearborn. In 1843, he was married in Chicago to Martha Ann Hodgson, eldest daughter of John H. Hodgson, formerly of London, England. They have had five children, two sons and three daughters. In 1849, Mr. Bradley was appointed collector of taxes for the town of South Chicago. It was while thus serving that the great flood occurred, so disastrous to the shipping interests of the city, and which destroyed so much municipal property. He was then one of the most vigorous and brave young men in Chicago, and upon this particular occasion made quite a hero of himself in detaching vessels from the ice

where an officer was stationed to examine all applicants for tickets. Other rules were made, showing the superintendent's determination to uphold the Union cause at home. Mr. Bradley resigned his office in 1862, and was soon afterward elected secretary to the Board of Police, continuing to serve in that capacity until the fall of 1864. From that date until his death, he was connected with the Government Detective Force as special agent of the Treasury Department. In this position he acquired special prominence for his success in the detection of counterfeiters and the capture of their outfits. As he gave his personal attention to each case placed by the Government in his hands, and did not trust to his subordinates, the draft upon his strength was too much. The last piece of detective work which he did consisted in the breaking up of a nest of counterfeiters in St. Louis. Untiring labors and exposures brought on an attack of erysipelas, which resulted in his death at Chicago, on March 6, 1865. His funeral was attended by the officers of the city government and his many and warm friends, his decease being universally regarded as a great public loss. Mr. Bradley left, besides a multitude of warm personal friends, a wife and five children to mourn his loss. The eldest daughter, Martha Louise, is Mrs. George H. Heafford; Anna Maria, is the wife of Joseph G. Peters; Henry C. Bradley and Charles H. Bradley are too well known in political and county circles to require more than a mention here; Emeline E. Bradley, the youngest daughter, is now the wife of Dr. W. H. Morgan.

FREDERICK GUND was born in Plankstadt, Baden, Germany, on December 1, 1823. From the age of seventeen until he was twenty-three he attended the noted military school at Mannheim. This city being close to the French frontier, it contained an arsenal, barracks and military school, being in fact the center of military operations during the wars between France and Germany. Although it was also an extensive manufacturing point, its attractions were not sufficient to hold the young man, and, in 1846, he embarked for America where he could exist under a republican form of government. After his arrival here he engaged in the manufacture of cigars for a short time at Troy, N. Y., in company with an experienced cigarmaker, and then came to Chicago, obtaining his first view of its then muddy and unattractive streets in April, 1847. Here he continued in the cigar business alone, subsequently taking into



MICHIGAN AVENUE AND THE LAKE FRONT.

gorge, and otherwise breaking up the "jam." Long ere this, Mr. Bradley had connected himself with Pioneer Engine Company, No. 1, of which he afterward became one of the first foremen. In 1850, he succeeded Ashley Gilbert as Fire Marshal, serving for two terms. He was also one of the organizers of the Firemen's Benevolent Association, and acted as its secretary in 1855. In June of that year, under Mayor Boone's administration, the Police Department was created, and Mr. Bradley became the first Chief of Police, having, during the previous two years, served as sheriff of the county. He was Chief of Police for one year, and remained connected with the department until 1860, when he was appointed Superintendent of Police. From the spring of 1856 to the spring of 1858, Mr. Bradley, in connection with Bartholomew C. Yates, I. H. Williams and Charles Noyes, conducted a detective and collecting police agency, which was an invaluable adjunct to the regular city police department, and placed him in the front rank of the skillful and brave detectives of the country. In 1858, Mr. Bradley bought his partners' interests in the firm, and, for some time, conducted the agency alone. During this period, he was also an active member of the Chicago Light Artillery, which served in the war as old batteries A and B, under Colonel Ezra Taylor. From 1856 to 1860, Mr. Bradley acted as sergeant and third lieutenant. When the war broke out, he was holding the position of superintendent of police, and, as provost marshal, accomplished invaluable work for the Union cause, by placing an iron-bound embargo upon the cowardly fugitives from the operations of the draft. Policemen were placed at the depots of all eastern railroads and on board all vessels in the harbor, and every one, subject to draft, was required to show that he was not leaving the state to avoid service; that he had legitimate business, and that he would return to answer to a draft, should one be made. Agents of railroads and boats were not permitted to sell tickets to persons liable to draft, unless they had a pass from Mr. Bradley, except at depots

partnership his brother, John A. Gund, to whom he sold out his interests about 1855, having accumulated a comfortable fortune. In 1854 Mr. Gund joined the police force under the mayoralty of Isaac L. Milliken, and was promoted to the rank of second lieutenant of the third district in 1856, and that of first lieutenant in 1859. In 1863 he was chosen captain of the fourth precinct, it having been changed to the North Side. In November, 1865, he was appointed police commissioner, his term expiring in November, 1871. In the spring of 1872 he was appointed captain of the fourth precinct, which position he occupied until August 1 of the same year, when he resigned. Mr. Gund married his present wife, Adelheid Wertheim, in Chicago, during the fall of 1848. They have three living children—Frederick W., an employee of the City Telegraph Service; Mary, wife of J. T. Casper; and Frank A., a clerk in the post-office. Since his residence in Chicago Mr. Gund has been an influential and prominent member of the St. Joseph's Catholic Church.

JOHN BONFIELD, now captain of the third precinct, has been a resident of Chicago for over forty years. He was born in Bathurst, New Brunswick, on April 26, 1836, being the son of Michael and Mary (Julien) Bonfield. His father was a farmer, and when the boy was six years of age his parents removed to a point near Buffalo, N. Y. Remaining there two years, they settled at Chicago, in July, 1844, where young Bonfield laid the foundation of a primary education in the public schools of this city, principally at District No. 4, then in charge of A. G. Wilder. When he was about nineteen years of age he commenced to learn the machinist's trade, running a stationary engine for a number of years, both in the packing house of R. M. Hough and in Wahl Brothers' glue factory. In 1857 he secured a position as engineer of a locomotive on the Chicago & Alton Railroad, and there remained for about ten years. His next ventures, which were both unsuccessful, were in the grocery business, and as a proprietor,

with his brother, in a fertilizing establishment at the Stock Yards. He failed in the former, and his fertilizing establishment was burned to the ground. In 1871 Captain Bonfield became inspector of customs, retaining that position for three years, and soon after resigning his office. In January, 1878, he was appointed patrolman on the police force and detailed at the Twenty-second-street station. William J. McGarigle placed him on the detective force, his headquarters being at the Central station. He was next appointed lieutenant in command of the Twenty-second-street station, and, in the summer of 1879, was transferred to the Madison-street district. Subsequently he became lieutenant of the West Twelfth-street station, was placed in command of the detectives at the Central station, and on December 14, 1880, was appointed captain of the third precinct, with headquarters at the Desplaines-street station. Captain Bonfield is a Mason in good standing, being a member of Richard Cole Lodge, No. 607, A. F. & A. M., and Washington Chapter, No. 43, R. A. M. He was married to his first wife, Catharine Slattery, in July, 1856, by whom he had three daughters, who are all living. She died in the year 1865, and two years later he married Miss Flora N. Turner, his present wife.

WILLIAM BUCKLEY, captain of the fifth police precinct, is, in point of service, one of the oldest officials connected with the department. He was born in the County of Waterford, Ireland, June 9, 1832. After having received a fair education, at the age of sixteen, he emigrated to America, his first occupation being employed as a farm hand by Colonel George D. Coles, of Glen Cove, Queens Co., N. Y. For five years he also worked on a farm in Warren County, Ohio, coming to Chicago, July 7, 1856. During the first three years of his residence in this city he was employed by Colonel Richard J. Hamilton and Law & Strother, in the coal business, and had a taste of the trials accompanying a car driver and conductor. He pushed bravely and successfully through all difficulties, however, and, in April, 1865, joined the police force and began that career in his life which has been marked with such success, rising through the grades of roundsman, station-keeper and sergeant to his present position—all within eight years. On July 14, 1873, he succeeded Captain Michael C. Hickey, resigned, receiving the unanimous confirmation of the Council, as captain of the first precinct. In April, 1884, he was transferred to his present position, Fred. Ebersold succeeding him at the Harrison-street station. As is natural, engaged as he has been for the past twenty years, Captain Buckley has had many narrow escapes from death, but he seems to have had a charmed life. He has been for many years a member of the Police Benevolent Association, holding the office of treasurer from 1868 to 1877, inclusive. Captain Buckley was married in September, 1858, to Miss Catharine Cashin. Four children were born to them, of these Thomas and Mary are deceased. The loving mother and wife died on January 12, 1882, leaving the family and a large circle of friends to deeply mourn her loss. Richard W. Buckley, a promising son, is a bookkeeper for E. J. Lehman; Catharine, Captain Buckley's only living daughter, was married on February 21, 1884, to Daniel F. Burke, of the firm of Burke Brothers.

AMOS W. HATHAWAY, captain of the fourth precinct station, headquarters on West Chicago Avenue, has, with the exception of a few months, been in the continual service of the police department for over twenty years. He first became a patrolman in the fall of 1864, being assigned to the old North Market Hall. Continuing in this position for three years, he resigned to engage in more remunerative occupations, but his love for his old life returning, he joined the force again in 1868, as sergeant of the Huron-street station. Under Superintendent Washburne's administration a change was made in the name of the office, and Sergeant Hathaway became Lieutenant Hathaway of the Huron-street station. He continued thus to act until August 1, 1879, when he was promoted to the captaincy of the fourth precinct, whose headquarters were then at the North Chicago-avenue station. On April 22, 1884, he was transferred to his present position, the number of his former precinct being retained, but the headquarters and district being changed. Captain Hathaway was married in 1862 to Miss Rosalie R. Russell. They have had nine children, of whom four girls and three boys are living. Captain Hathaway's early life was one of unrelenting hardship, and one eminently calculated to build up a rugged character. Born on May 29, 1839, at Providence, R. I., his mother died when he was only five months of age, when his grandmother took him to her farm near Oswego, N. Y., where he remained for some eight years. She then removed to Jefferson county in the same State, where the boy lived and worked until he was eleven years of age. Young as he was, he then made up his mind that if he was to work in this world it was far preferable to be his own master, and determined to return to Oswego. But car fare was not easily obtained, and so "pitching into" a huckleberry swamp near home he earned enough money to carry him to the city, where he quickly found employment with Smith & Kind,

machinists. For three years he labored with them at this trade, and then for a time operated a stationary engine for W. H. Wheeler. The fact that he was quite proficient in his trade enabled him to obtain a position as a sailor on the vessel "E. W. Cross," plying between Oswego and Chicago. He followed the lakes until the fall of 1855, when he determined to settle in Chicago. But first he took a trip south and worked for some time on a farm near LaSalle, Ill., and also found employment in driving a team. Then the western fever struck him, and a portion of 1857 and 1858 he spent in and around Lawrence, Kas., being a companion of Colonel James Lane, and a witness of many of the exciting episodes of those days. Returning to Chicago, he became employed on a farm in Palatine, and located permanently in this city during the year 1860. He first obtained a position as foreman of the Mechanical Bakery, corner of Clinton and Lake streets, and whose proprietor, Henry C. Childs, obtained a large contract for supplying the army with "hard-tack." At one period he manufactured as high as one hundred barrels of flour every twenty-four hours, the bakery being run night and day to meet the demand. Mr. Hathaway remained in this position for three years, but his health becoming impaired, in 1863 he relinquished active business and spent a number of months in sailing the lakes, to regain it. As stated, during the fall of 1864 he joined the police department and entered into the life-work which he has made such a marked success.

THE DETECTIVE FORCE.—The Board of Police Commissioners instituted the first organized force of detectives in 1861. Prior to that time the City Marshals had occasionally detailed one or more of the regular force for special detective service.

The following officers were among the first who were regularly engaged in detective work: Asa Williams, Isaac Williams, Henry A. Kauffman, Joseph H. Dixon, William Douglas and Horace M. Elliott.

As a fitting termination to this mention of the secret service department an account of a man of cosmopolitan reputation is given.

ALLAN PINKERTON was a man by nature fitted for the profession to which he devoted his life, and in which he achieved a fame bounded only by the limitation of the habitable globe. In the grandeur of his work he made himself of such value to the law and order interests, that the whole country can, and does, justly claim him as the greatest representative of the best interests of a commonwealth, of either ancient or modern times. But the fact that he was a citizen of Chicago for over forty years, and that it was here that he laid the foundation of his subsequent splendid career, entitles him to a prominent place in the pages of her history and among those of her citizens whom it is her duty, as well as her delight, to pay this slight tribute of respect. It is no idle remark that a history of Chicago would not be complete without a mention of Allan Pinkerton and the work he accomplished during his long and eventful life; while the story simply told will interest even the most casual reader of these pages. He was born in Muirhead Street, Ruglen Loan, in the city of Glasgow, Scotland, on the 25th day of August, 1819. His parents were in humble circumstances, his father, William Pinkerton, being employed as a police sergeant by the municipality. When Allan was but a small boy, his father died from the effects of injuries received at the hands of a prisoner whom he was arresting, and the family were thus deprived of their means of support. Notwithstanding his extreme youth, being then scarcely nine years of age, he sought and obtained employment with a prominent print maker, Neil Murphy, who is still living in Glasgow. After serving with Mr. Murphy for several years, he was apprenticed to John McCauley, with whom he learned the trade of a cooper. Before attaining his majority he became imbued with the sentiments of independence and reform, which were advocated by those who put forth the People's Charter in Great Britain, and he soon became identified with the celebrated Chartist movement of the disaffected people. The Government resorted to crush this revolutionary uprising, and several of the leaders were arrested and transported. Fearful for his own safety, Allan Pinkerton resolved to leave the country and seek a refuge in America. He therefore, in 1842, after being married to Miss Jane Carfrae, sailed the following day, with his wife, for America, landing at Quebec after a perilous voyage, wherein their vessel was wrecked and the suffering passengers picked up by a passing vessel and carried to that port. From Quebec Mr. Pinkerton and his young wife made their way to Chicago by the lakes. The young couple, owing to their misfortunes, were nearly destitute, but with a stout heart he applied himself to securing employment. Meeting George Anderson, who was then engaged in the tobacco business, he enlisted the services of that gentleman in his behalf, and soon

succeeded in obtaining employment at his trade, that of a cooper, at Lill's brewery, for meager wages, which, however, enabled him to live in a small house near to the present location of Rush-street bridge. He remained in Chicago but a short time, and then journeyed to Dundee, in Kane County, where he began business for himself. He prospered rapidly, and his establishment increased to such a degree that he resolved to settle permanently in that locality, but circumstances interfered and opened up to him the possibilities of a new career which by nature and inclination he was so well qualified to adorn. Mr. Pinkerton will be pleasantly remembered by many of the old residents of Dundee now living. While employed in his business as a cooper he had frequent occasion to visit some of the islands in Fox River, to procure materials for his stock, and while on one of these, he discovered the existence of a gang of counterfeiters, who made the island their retreat and there established their headquarters. Having a natural love for adventure, and being a stranger to fear, he determined to thoroughly investigate the entire operations of these counterfeiters, which he eventually succeeded in doing, effectually breaking up the existence of the gang and securing the arrest and conviction of John Craig, the leader and prime mover, together with the most prominent and dangerous of his associates. This exploit gained for the young cooper considerable renown, and shortly afterward he was appointed a deputy sheriff of Kane County; the duties of which position he filled in such an efficient manner that numerous bands of horse thieves and counterfeiters were either captured and punished or forced to leave the country, while wrongdoers were inspired with a wholesome fear of his vigilance and relentless pursuit. The reputation which he gained in this capacity soon spread to Chicago, and attracted the attention of William L. Church, who was then

Wm L Church

sheriff of Cook County. This gentleman immediately offered Mr. Pinkerton the appointment of deputy sheriff, with increased powers of usefulness and added remuneration, which he at once accepted. He continued in this position during the term of Mr. Church, and also under his successor in office, Sheriff C. P. Bradley. When Mr. Boone was elected mayor of Chicago he appointed Allan Pinkerton as a detective of the city force. This was the first appointment of a detective in Chicago, and was the initial step in the career of this greatest detective of the age. In the year 1852 Mr. Pinkerton became impressed with the importance of establishing a detective agency which would be independent of political influence, and by whose efforts the criminal could be punished without fear or personal favor. He accordingly associated with him Edward L. Rucker, an attorney-at-law, and securing the patronage of several railroad companies, then in their infancy, they started the "Pinkerton Detective Agency," the first institution of its kind in the United States. Mr. Rucker continued with him only about a year, when Mr. Pinkerton undertook the entire management of the constantly increasing business. When the agency was first established, they employed some four or five men; among the most prominent being George H. Bangs, afterward general superintendent, who remained with Mr. Pinkerton until his death, which occurred in 1884, and Timothy Webster, who, while in his employ, was taken as a Union spy, and executed at Richmond, Va., during the war of the Rebellion. From that small beginning, the detective force, under Mr. Pinkerton's orders, increased steadily, until it now numbers nearly three hundred men. Mr. Pinkerton, from his boyhood, was an ardent lover of freedom and free institutions, and on coming to America was impressed with a deep-seated hatred of slavery. When the fugitive slave law was enacted, his opposition to this barbarous measure was aroused, and he resolved to use his utmost efforts to defeat its operation. He immediately associated himself with those old patriots, John Brown, James H. Collins, the Lovejoy brothers, and other prominent abolitionists, and rendered most heroic and important service in running what was then called the "underground railroad." By his efforts and energy, many a famished and hunted negro, who, guided only by the glimmering light of the north star, had broken away from the bonds of slavery, and made his way to Chicago, on his terrible journey to the welcoming borders of Canada, has been fed and clothed and passed safely on his way, many times under the very eyes of the officers of the law who were ready and anxious to send him back to servitude and punishment. In those days, it was not an uncommon thing to see Mr. Pinkerton's house, which was then on Adams Street, besieged by numbers of prayerful negroes, seeking his aid in behalf of some trembling and hunted fugitive, whom the law was about to consign to a physical punishment worse than death; and

it is needless to say that these appeals were never made in vain. In the year 1860, Mr. Pinkerton increased his business by adding to it an important feature, consisting of a corps of night-watchmen, or Merchants' Police. This force, which was started with only six men, now numbers more than two hundred able-bodied watchmen. The first captain was Paul H. Dennis, and the next was the late James Fitzgerald. Mr. Pinkerton's detective business soon grew to gigantic proportions, and his reputation extended to all the leading cities of the East. Among the first notable and important cases which came to him, was that of the robbery of the Adams Express Company at Montgomery, Ala., by one Nathan Maroney, the agent of the company at that point. Mr. Pinkerton was engaged for this investigation by the late E. S. Sanford, vice-president of the Adams Express Company. At the time the robbery occurred, Mr. Sanford was in New York, and he at once applied to Robert Boyer, an expert detective in that city. Mr. Boyer, on learning the particulars of the case, at once informed Mr. Sanford that there was only one man in the country who was possessed of the detective ability, the natural firmness and dogged perseverance for the task. Mr. Sanford listened incredulously to these statements, and regarded with ridicule the idea of sending to Chicago for a detective, while New York City was full of them. However, he took the advice as offered, and placed the case in Mr. Pinkerton's hands. The result proved the wisdom of Mr. Boyer's recommendations, and although the operation extended over several months, and the suspected parties were followed from Alabama to New Jersey, they were finally arrested, and nearly the entire amount of the money taken by the thieves—some \$40,000—was secured, most of it in the original packages. This money was unearthed from a cellar in a frame house, and over a thousand miles from the scene of the robbery. A handsomely engrossed testimonial was presented to Mr. Pinkerton, by the company, for this exploit, and now adorns the walls of the office of the Chicago Agency. The success of this operation at once established Mr. Pinkerton's reputation with the various express companies throughout the country, and when the car on the New Haven Railroad was robbed, some time afterward, by a gang of the most expert and desperate thieves, Andy and William Roberts, and others, Mr. Pinkerton was again sent for, and in an incredibly short space of time the entire money—\$30,000—was recaptured, and the burglars in jail, waiting their trial. In 1861, being employed by Mr. Felton, and other officials of the Philadelphia, Wilmington & Baltimore Railroad, to look out for incendiaries on their road, Mr. Pinkerton discovered, in Baltimore, a plot to assassinate President Lincoln, on the journey from his home to Washington to be inaugurated as president. Mr. Pinkerton at once took charge of affairs, and carried Mr. Lincoln safely through Baltimore and the waiting conspirators, and delivered him to his friends at Washington. When the war of the Rebellion broke out, President Lincoln sent for Mr. Pinkerton to come to Washington, and authorized him to organize the secret-service division of the army, the first Government police force ever organized in this country. This was done with Mr. Pinkerton at the head, under the *nom de plume* of E. J. Allen. In this capacity he served the country during the war, leaving his Chicago office in the charge of capable people, and, at the close of the war, came back to take charge thereof himself. His first important case, on resuming his former duties, was the robbery of the Adams Express Company, near Baltimore, by throwing the safes from the train while it was in motion, and getting away with over \$100,000. This case, with other cases of the same nature, was a success, the thieves, six in number, being arrested, tried and convicted, and the money all recovered. Some time later came the robbery of the Harnden Express Company, in Baltimore, by which \$20,000 was secured. The thieves in this case were also convicted, and the money recovered. The next important case was the robbery of the Carbondale Bank, at Carbondale, Penn., in which case the thieves were arrested, and the money—\$40,000—recovered. Following these came the robbery of the Adams Express Company on the New York & New Haven Railroad, on January 6, 1866. The thieves, six in number, including the brakeman, entered the express car by wrenching off the lock, and then bursting the safe. They secured about \$700,000 in this exploit. Through the efforts of Mr. Pinkerton and Mr. Frank Warner (the latter being, at the time, the superintendent of the New York office), the thieves were convicted, and the money all recovered but about \$12,000, the most of which was afterward returned through a Catholic priest. The arrest and conviction of the robbers of Mylar's Bank, at Scranton, Penn., next followed, and about this time—1866—Mr. Pinkerton determined to enlarge his business, and establish an office in New York, which he did that year, and afterward instituted another one in Philadelphia, both under competent superintendents. The next case of importance of which Mr. Pinkerton had charge, was the robbery, by Morton and Thompson, of the express car of the Merchants' Union Express Company, on the Hudson River Railroad, whereby they secured \$300,000. These men were tracked to Canada; and there

arrested, and, in spite of all that man could do and the help which they received from corrupt government officials, they were extradited to White Plains, New York. They afterward broke from prison, raided the Boylston Bank in Boston, and then fled to Europe. In the same year came the death of the Reno brothers and Anderson, of Seymour, Indiana. These men were desperadoes of the most pronounced type. They robbed stores and express trains, burglarized safes, and their very names became a terror along the railroad lines in that section of the country. Entire discontinuance of express service was seriously thought of by the companies. In 1868, near Osgood Station, Indiana, they robbed the Adams Express Company of \$97,000, by boarding the train, throwing the messenger from the car, opening the safes, and deliberately appropriating their contents. This case was given to Mr. Pinkerton, and Simeon and Bill Reno were arrested by him at Indianapolis; Frank Reno and Charles Anderson fled to Canada, were pursued to Windsor, Ontario, and extradited, after a long siege of more than three months. During the trial which followed, another portion of the gang, for the purpose of diverting suspicion from them, attempted another express robbery; but of this Mr. Pinkerton was fully advised, and prepared for them. After one of the men had been shot, the rest were captured; but while awaiting the action of the law, the indignant and outraged populace of the country took them out, and hung them within full view of the jail. When Frank Reno and Charles Anderson were returned to the United States, they were put into jail at New Albany, Indiana, in company with Simon and Bill Reno. About three weeks after their arrival there, one hundred masked men marched to the jail, having come in on the north-bound train, overpowered the sheriff and jailer, and hung the three Renos and Anderson, and that ended the banditti in Southern Indiana. On May 7, 1869, Mr. Pinkerton was stricken down with a severe stroke of paralysis, from which he never fully recovered, and since that time, has never been actively employed in his business, leaving the management of it to his two sons and other superintendents. One of the last cases he managed, was the work of breaking up the Molly Maguires in Pennsylvania. By working his operatives into their secret organizations, and having them admitted to a full knowledge of their mysteries and plans, Mr. Pinkerton was enabled to, at least, bring their schemes to a full exposure, and to stop, effectually, their course of robbery and murder. Twenty-four of them were hung, after due trial, and more than fifty were sent to the penitentiary for long terms of imprisonment. Mr. Pinkerton was the author of fifteen volumes of detective experiences, which have had an extensive circulation throughout the country, and left several volumes in manuscript behind him, which will probably be given to the press at an early date. His last published volume, "Thirty Years a Detective," recounts, with all the original force of his strong mind, the various devices resorted to, by criminals of every class, to effect success in their several branches of crime. Mr. Pinkerton's ruling idea, in the publication of these works, has been to show to the public how surely and inevitably detection and punishment follow the commission of crime. However skillful the criminal may be, however careful he may have planned to escape suspicion or pursuit, and notwithstanding the precautions he may have taken, the cool, intelligent and skillful detective will follow him relentlessly, until escape is impossible and arrest and punishment overtake him. The moral invariably sought to be inculcated by these works is, the beneficial enlightenment of society and the installation of a wholesome fear of the law, which will deter those tempted to crime from taking the fatal step which leads to dishonor and the prison cell. Mr. Pinkerton was a man of strong physique, which enabled him to rally several times when his physicians despaired of his recovery. He was ever noted for his iron will and indomitable perseverance, and was remarkably strong in his affections and hatreds; his friends were tied to him with "hooks of steel," and his enemies were made to feel the full force of his anger when he was aroused. Of late years he took great pride in his stock farm at Onarga, Iroquois Co., Ill., called "Larch Farm" which is said to be one of the handsomest places in the country, and upon which Mr. Pinkerton has expended many thousands of dollars. In prosecuting his business Mr. Pinkerton made it his inflexible rule never to operate for rewards, or on payments contingent upon success, and would never allow any of his operatives to receive any reward or gratuity for his services. He paid his employees liberally, and worked for those who engaged him at certain fixed per diem, which was all that was ever received. Another notable and praiseworthy feature of his immense business, and one of the strictest rules of his institution was, that he never, under any circumstances, could be induced to operate in a divorce case or where family matters were in dispute. In following out this line of conduct he flatly refused many thousand dollars annually. It was also a principle of Mr. Pinkerton that the old maxim of "setting a thief to catch a thief" was morally wrong and unwise in action, and that taking two men of the same mental caliber, the one guilty and the other innocent,

the latter would invariably prevail over the mental and moral force of the former. Mr. Pinkerton leaves a widow, Mrs. Joan Pinkerton, the devoted wife who followed her young husband in his voluntary exile to America, and who has been his constant companion and wise counsellor through the many years and changing fortunes of their wedded life. To them were born eight children, only three of whom are living.—William A., the eldest, in charge of the Chicago office and the western division; while Robert A. is the general superintendent, and has immediate charge, of the Eastern office. Mr. Pinkerton has also a daughter living, who is now the wife of William J. Chalmers, of the firm of Fraser & Chalmers, in Chicago. Mr. Pinkerton has acquired a handsome competency, having an elegant home and much valuable real estate in the city, besides one of the most magnificent farms in the state. The following just analysis of his character and tribute to his worth was spoken by Luther Laffin Mills, at the funeral services held over his remains in this city, July 3, 1884:

"When the intelligence of the death of Allan Pinkerton was sent throughout America and across the sea, there was felt in every part of this continent and remote countries as well, a profound sorrow. From San Francisco to the busy river Clyde, from the Mexican Gulf to London, the hearts of thousands were made sad. The patriot soldiers of the Nation, whose comrade he had been, the freedmen whom he had helped to rescue from their slavery, and millions in many lands whom for a generation he had aided to guard in his battle against crime, were thrilled by the consciousness of their loss. And so, to-day, Chicago mourns him, and to his loved ones hand a laurel and a flower of grief to be placed upon his grave. How can a few words tell again the history of his life, so crowded with character and incidents. The school-boys know it by heart. Full of truth, it reads like a romance or a dream. The birth, amid surroundings of poverty, in the heart of Scotland; the child's brave struggle; the youth's fidelity to the rights of man in the historic agitation for suffrage and the recognition of equality in his native country; the early journey across the sea; and the long, brave fight against circumstances here conducted, until recognition rewarded him with better opportunities—of these facts we need no reminding. His thousands of successful assaults against organized and determined crime, in many countries; his patriotic deeds for this nation; his work for the slave; and his myriad broad humanities, are facts familiar. But now they may constitute a foundation for a fair and just estimate of his life and the man's real character. Allan Pinkerton was shaped to a larger model than most men. Physically, he was provided by nature with strong flesh and blood, made stronger by his youthful toils. There was no storm at sea, there was no winter on the shore, too severe for this man's endurance. No privations were too great for his bodily resistance, until, at last, his Scottish strength, like the tree on Loch Leven's bank, yielded to the storms of time, and fell heavy with years." * * * * "His courage was unwavering, as his will was indomitable. He was never afraid. In his presence the outlaw was a coward, and before his eye the robber grew pale. In the old war-days, how Allan Pinkerton carried his life in his hands, and, with a few brave men around him, entered the lines of the enemy, the historian hereafter will gladly and fairly record. Allan Pinkerton's love of men was the deep and real inspiration of his greatest acts." * * * "He was an intimate friend of John Brown, and not long before that martyr met his fate at Harper's Ferry, Allan Pinkerton protected him and his companions in this very city on their journey. There live to-day hundreds who owe their freedom from slavery to this man. The tears of the slave pay free tribute now to his fidelity to liberty. When rebellion threatened the Nation's life, and a mob stood between Lincoln and the Capital, Allan Pinkerton conducted him in safety to his inauguration. The country may well thank his fidelity; his service was a pivotal fact for its future. At Washington, conducting the secret service, he was an intimate friend of the President and his cabinet, especially Stanton and Chase. For the great secretary of war, he was a right arm." * * "Strong, determined, brave, among his loved ones and those who could enter the circle of his closer friendship he was gentle as a child. In his later years of rest his thoughts clustered round his home as always he had loved it. The fireside was his joy. He loved nature; his favorite song was the sea, which seemed fitted to his broad and powerful spirit. He sought the country, and of late found comfort in the fields. He took broad acres and made for himself and family a farm; like the classic hero he found solace in the soil. There he saw the grain growing and breathed the balsam of the trees; and placing himself thus close to nature's heart the great man felt and knew the power and goodness of God. How noble are the words of man to speak the worth of Allan Pinkerton. 'When that the poor have cried,' this man hath made quick answer to their need; when the wronged sought help against power he bravely bared his arm in their defense. He recognized no distinctions of society save those of merit among men: he despised

all fraud and false pretense: he fought for the good and against the bad; he was not content with moral suasion, but met the social enemy with weapons. He was tender; he was strong; he was brave; he was true. Take his mortality to-day, from faithful wife and loving children, and ten thousand friends and the millions who knew him; wrap him in your bosom, great Illinois—you can not claim him as your own. He belongs to his generation and the future; no one state can claim him; his memory is the right of countries, not of states. Hero and friend, farewell!"

THE PAID FIRE DEPARTMENT.

LAST OF THE VOLUNTEERS.—In the preceding volume it has been narrated how Northern Liberty Engine Company No. 15, Northern Hose Company No. 7, and Union Hose Company No. 8 were the last of the volunteer organizations. The engine company disbanded in the spring of 1862, and the hose companies were in service until the same year. The first foreman of Northern Liberty was Conrad Folz, and its members A. Nieman, J. Schmidt, C. Folz, J. Berger, F. Gerbing, J. Rheinwald, J. Heinrich, J. Brunk, J. Williams, C. Scheime, J. H. Heller, O. Heine, E. Kasseberg and J. Brosche. The Northern Hose Company was stationed on Clybourn Avenue, corner of Larrabee Street, its members being C. Charleston, A. Gabriel, O. Probst, — Shiegler, C. Hettinger, foreman; W. Shartz, T. Mixner, T. Keiser, J. Keiser, H. Mabus, T. Shirer, William Bowling, C. Glassner, S. Wolf, B. Lozier, M. Engle and E. Bitz. The foreman of Union Hose, Peter Weber, was most active in its organization, its members being as follows: P. Weber, A. Roehrick, N. J. Gauer, William Dewald, J. Voght, N. Zimmer, John Weinand, John Gauer, P. Klein, J. N. Weinand, M. Wachter, N. Conrad, Henry Brick, H. Hunneman, J. Long, N. Hand, N. Masson and John Mara. With the disbanding of the above organizations the last of the old Volunteer Department disappeared. There was no company, however, in which the boys took deeper pride, and for which they mourned more sincerely, when it died, than "Hope Hose." The following extract from the Press-Tribune of January 6, 1860, is appropos:

"A LONG FAREWELL TO HOPE.—The boys of Hope Hose Company, in the palmy days of our Volunteer Fire Department, were a crack corps, and as fine a set of young men as ever handled a spanner or turned out to a fire. Their superb Philadelphia hose carriage, originally costing \$5,000, was one of the finest pieces of workmanship in the United States, and at the New York Crystal Palace drew warm encomiums. But the steam fire engine has tardily done to the volunteer force what the locomotive did to the stage coach. Firemen ride to fires now, and fire machines thunder through our streets to the scene of conflagration at the heels of steeds urged to a furious gallop. Human muscle, ever so gallant and willing, must toil far behind. The boys of Hope Hose Company, at a late meeting, voted to disband, and, in so doing, they marked the era of the close of their gallant career with a deed of generosity fully in keeping with their fame, and the truth that

'The bravest are the tenderest;
'The loving are the daring.'

"They are to secure as early a sale as possible of their beautiful silver-mounted carriage, and all the accoutrements of the late corps, and devote the proceeds to the 'Home of the Friendless.' Well done, 'Hope.'"

THE FIRST OF THE PAID DEPARTMENT.—After the great fire of October 17, 1857, the agitation for the establishment of a Paid Department commenced with vigor. In November of that year the Common Council ordered a steam engine, and, on February 5, 1858, the "Long John" arrived. D. J. Swenie had been elected chief of the department; L. Walters, first assistant, and M. W. Powell, second assistant, during the previous month, their election marking the entry of the Paid

Department. The new engine was first tested on February 10. Since its arrival, the "Long John" had been left in the open air, and consequently there was some difficulty in getting it to work. All in all, however, the test was satisfactory, steam being got up in ten minutes and two streams being thrown to a height of seventy feet, and horizontally over two hundred feet. In March, "Long John" was tested with one of Latta's Cincinnati engines, which had been constructed for the city of St. Louis. It had been named "John B. Weimer," in honor of the then mayor of that city, but when it came in competition with "Long John" its inferiority was at once evident. The trial was conducted under the direction of Chief Engineer Swenie and the Board of Underwriters. Mr. Latta was present, as was also Miles Greenwood, chief engineer of Cincinnati, Ohio. "Long John" was put into active service about the 1st of May, being located at the old Armory Building, corner of Adams and Franklin streets. The horses were hired of Messrs. King & Barry, their barn being at first about a mile from the engine house. Nine persons were burned to death on the 19th of May, at the fire on South Wells Street, and so much delay was caused in getting the horses to their engine, that it was resolved to build a barn at the rear of the house. This reform in the workings of the department was therefore brought about. "Long John" fulfilled its early promise, throwing two good streams, being manned by the volunteer hose companies, and by Joel A. Prescott, engineer, and William Horner, assistant engineer, paid members of the department. The volunteers were Thomas Barry, John McLean, Alexander McMonagle and Thomas O'Brien. The hose carriage was hitched behind the engine, with two men at the tongue, but most of the time it was drawn by John Brinnock, a drayman, living near the engine house.

The ordinance providing for the Paid Fire Department was passed in June, 1858. The chief and assistant engineers were to have full charge of the department, its general supervision and "rule-making" power residing in the Board of Control, consisting of the Mayor, Chairman of the Committee on Fire and Water, the Chief Engineer, and one Water Commissioner chosen by themselves. When approved, the rules made by the board were to have the force of ordinances. Except engineers, all members of the department were to be nominated by the board and confirmed by the Council. By section "four," the salaries were fixed as follows: Captains, \$200 per annum; lieutenants, \$100; engineers, \$600; pipemen, drivers and stokers, \$1 per day; all others \$25 per month. Every fireman, when on duty, was required to wear a badge, and no engine was to be used except such as belonged to the city. Rules were laid down as to the number of men apportioned to each steam engine, hand engine and hook and ladder and hose company. Consequently, after July, all the men of "Long John" engine company were paid, and, in December, a full company was commissioned and moved into their new quarters on LaSalle Street; the company being commissioned on the 25th of that month. Their engine house was near the corner of LaSalle and Washington streets. The first members of "Long John" were as follows: Joel A. Kinney, fore-

Joel A. Kinney

man; Alexander McMonagle, John McLean, Thomas Barry, Thomas O'Brien, William Mullin, James Quirk, pipemen; Joel A. Prescott, engineer; Robert Ethridge, assistant engineer; Alvin C. King and Dennis O'Connor, drivers; John Farrell, watchman.

In September, 1858, there was a trial of three steam engines at the foot of Washington Street, on the lake shore. The "Enterprise" was already owned by the city, and Messrs. Silsby & Wyndhurst, its builders, were anxious that the "Atlantic" and "Island Queen" should also be purchased. They were accordingly tested and subsequently became city property. By February, 1860, the "U. P. Harris" and "Little Giant" were added to the list. Besides the above, the Department was now composed of Hand Engine No. 9, located at Carville; No. 13, on Third Street, near Milwaukee Avenue; No. 15, on North Avenue, corner of LaSalle; Hose Cart No. 7, Larrabee Street, near Clybourn Avenue; Hose Cart No. 8, Oak Street, near Wolcott; also having a hook and ladder and supply hose carriage.

A change had also been made in the Chief of the Department. In February, 1859, great excitement and some alarm was occasioned in the minds of large property owners by the nomination of Silas McBride as Chief Engineer. He was not considered entirely competent, and was, moreover, opposed to any reform looking to the crowding out of the small hand engines. The progressive party was, therefore, alarmed, and the extent of the feeling may be inferred from the fact that immediately upon the nomination of Mr. McBride by the Firemen's Convention, a petition appeared in the Tribune, signed (but the names not published) by over three thousand citizens, among them being a majority of the old and experienced firemen, asking U. P. Harris to allow the use of his name for chief, with Darius Knights as first assistant and James J. Langdon as second assistant. Mr. Harris was triumphantly elected.

U. P. HARRIS, one of the most popular chiefs of the Fire Department, died at noon on the 2d of June, 1871. In his last moments he was attended by Dr. J. S. Beach and other warm friends. His decease was occasioned by congestion of the brain, brought about by the severe labors which he bore while engaged in the discharge of his duties in former years. It was greatly due to Mr. Harris's energy and ability that, before his death, he was able to see the Fire Department brought to a state of efficiency placing it in the very front rank. He was born in New York City, January 1, 1818, and was therefore only fifty-three years of age at the time of his death. Even while a boy of sixteen he evinced a decided bent of his disposition by becoming a member of the Volunteer Fire Department of that city, and showing so much spirit and judgment that he had hundreds of admirers who always knew him as the "Boy Fireman." Mr. Harris moved to the West when twenty-three years old, and finally to Chicago in 1845. He at once engaged in the clothing business, forming a partnership with a Mr. Ladd. His accommodating spirit, which worked his ruin, induced him to indorse the note of a friend for a much larger amount than all cautious dictates would warrant. His friend failed, and Mr. Harris failed himself. As a business man, his reckless generosity ever stood in his way; but as a public man, as a man of the people, as a leader of men where the flames ranged and danger was at its height, he was—U. P. Harris—which is all that is necessary to say. His earliest work as a fireman was done with Engine Company No. 3. He was elected Chief Engineer of the Department in 1852-53, serving also as City Treasurer during the latter year. In March, 1859, he commenced to serve his third term, as chief, and continued thus to act for a number of years, bringing the Department into splendid shape. In fact, if the boys ever had an idol to whom they bowed down and whom they worshipped, that idol was U. P. Harris. One secret of his popularity was his personal magnetism, by which he gained many friends and which seemed to instill into the natures of those under him, so that, when his eye was upon them, they fought the flames like valiant soldiers. Although requiring faithful and unflinching service from his men, while they were on duty, when he set out to amuse them he was a boy among them. Many of them will still look back with the pleasantest memories upon those "New Years" when Chief Harris kept open house and distributed oysters, turkey, beef and other

"fixings" to his friends, dispensing his feast with that genial heartiness which gave it an additional richness and savor. Mr. Harris was a simple man with a brave heart. In 1868, bruised in body and shattered in health, he retired from active service to engage in some light business which would give him some employment without fatigue. He still haunted the old engine houses, however, and talked over the early times with the pioneers of the Department, but he was not destined to retain that privilege for a long time. As stated, his death occurred in June, 1871. The pall bearers at his funeral were Darius Knights, C. N. Holden, Silas McBride, D. J. Swenie, William Mullin, John McLane, George F. Foster, M. W. Fowell, Adam Amberg, J. A. Kinney, A. McMonagle and John C. Schmidt. His remains were buried in Roschill Cemetery, being escorted by members of the Paid and Volunteer Departments, Common Council and Board of Public Works.

February 16, 1865, by the amended Charter the Fire Department was placed in the hands of a board of police and fire commissioners. Under this act, on October 23, the Council passed an amended ordinance defining new fire limits and adopting regulations for the service. The Fire Commissioners appointed by the Council were: A. C. Coventry, John S. Newhouse and John Wentworth. In 1867, the underwriters of the city secured an amendment to the ordinance giving them a representation in the Board, and, under this amendment, in that year, William James was appointed Fire Commissioner, representing that interest.

By 1866, the Department consisted of eleven steamers, two hand engines, thirteen hose carts, one hook and ladder truck, one hundred and twenty paid members, one hundred and twenty-five volunteers and fifty-three horses. Within the next five years the hand-engines had disappeared, the steam engines had increased to seventeen, the hose carts to twenty-three, the paid members to one hundred and ninety-four and the horses to ninety-one. The condition of the Department previous to the great fire is set forth in the following extracts:

In 1871, the Fire Department was officered as follows: Robert A. Williams, chief fire marshal; Mathias Benner, first assistant; Charles S. Petrie, second assistant; William Musham, third assistant; Hiram Amick, clerk; John McCauley, fire warden North Division; Benjamin F. McCarthy, fire warden South Division; Charles H. Chapin, fire warden West Division; E. B. Chandler, superintendent of fire alarm and police telegraph; J. P. Barrett, chief operator.

The fire limits of the city were as follows: Beginning at Thirty-ninth Street, west to State, north to Twenty-sixth, thence west to the Pittsburgh, Fort Wayne & Chicago Railway tracks; then to Twenty-second Street; thence west to South Jefferson, north to the Chicago, Burlington & Quincy Railroad Company's tracks, then west to Throop Street, then north to Twelfth, then west to Ashland Avenue, then north to Van Buren, west to Western Avenue, north to West Lake, east to Ashland Avenue, then north to West Indiana, east to North Carpenter, north to Chicago Avenue, east to North Wells, north to the intersection of North Wells Street with Lincoln Avenue, northwesterly to Fullerton Avenue, east to Lake Michigan; south, bounded by Lake Michigan.

At the time of the great fire the following companies were in service: Steamers—"Long John" No. 1, A. McMonagle, foreman; "Waubansia" No. 2, M. Sullivan, foreman; "Jacob Rehm" No. 4, G. Charleon, foreman; "Chicago" No. 5, C. Schimmals, foreman; "Little Giant" No. 6, James Enright, foreman; "Economy" No. 8, N. Dubach, foreman; "Frank Sherman" No. 9, Joel A. Kinney, foreman; "J. B. Rice" No. 10, J. J. Walsh, foreman; "A. C. Coventry" No.

11, L. J. Walsh, foreman; "T. B. Brown" No. 12, F. W. Taplin, foreman; "Fred Gund" No. 14, Denis J. Swenie, foreman; "A. D. Titsworth" No. 13, Maurice W. Shay, foreman; "Illinois" No. 15, William Mullen, foreman; "Winnebago" No. 16, John Dreher, foreman; "R. A. Williams" No. 17, C. T. Brown, foreman. It will be remembered that "Liberty" No. 7 and "William James" No. 3 were destroyed in the repair shop, at the time of the fire, which accounts for their non-appearance in this list.

The following additional apparatus was also engaged in fighting the flames: Hook and Ladder Companies—No. 2, M. Schuli, foreman; No. 3, J. H. Greene; No. 4, George Ernst. Hose Elevators—Nos. 1 and 2. Supply Hose Carts—No. 1, Leo Myers; No. 2, John Dorsey; No. 3, Matthew Schuh; No. 4, J. C. Schmidt; No. 5, J. J. Grant; No. 6, Thomas Barry.

For full particulars as to the most prodigious conflagration of modern times, the reader is referred to that portion of the history wherein it is treated as a separate topic.

ROBERT A. WILLIAMS, chief marshal at the time of the great fire, was born on the Chateaugay River, thirty miles west of Montreal City, Canada, June 14, 1828. While a boy he learned the trade of blacksmith, after which he came to Chicago in March, 1848. In August, 1849, he joined the Volunteer Fire Department, becoming a member of Engine Company No. 6. Mr. Williams served as foreman for five or six years, and then was appointed to the same position in the first steam engine company on the West Side, serving as captain until 1860, when he went to Pike's Peak for his health. During all this time Mr. Williams had worked industriously at his trade, serving in the Fire Department purely from love of a fireman's life. The next fall he returned from Pike's Peak and became foreman of a wagon factory, a position he filled for fifteen years. Mr. Williams next served in the Department as first assistant under U. P. Harris, and upon his resignation in 1868, was appointed Chief of the Department. This position he held until 1873, that responsibility resting upon him during the great fire of 1871.

FIRE ALARM TELEGRAPH.—The Fire Alarm and Police Telegraph system which is now a portion of Chicago's wonderful municipal machinery, first originated at the "Hub." Dr. Channing, of Boston, in June, 1845, when the science of electricity was in its infancy, published a general statement of his views upon applying the newly discovered agency to the protection of his city from fires and crimes. From his suggestions, sprung the present wonderful plan which is now in vogue in the larger cities of the country. Hon. Josiah Quincy, Jr., mayor of Boston, seized upon the suggestions with enthusiasm, and, in 1848, recommended that the system be then adopted. At this time, Moses G. Farmer, telegraph engineer of Boston, also directed his attention to the subject, and to him, together with John N. Gamewell and Dr. Channing, is principally due the perfection of the system of fire alarm and police telegraphy, as it is now known. In 1851, Dr. Channing submitted a detailed plan to the corporation of Boston, and in April, 1852, the suggestion was put into practical operation. In 1852, the seven fire bells of New York city were connected by an electric wire. This crude connection was subsequently replaced by the American Fire Alarm and Police Telegraph. The system was put into operation in Philadelphia, April 19, 1856; St. Louis, Baltimore, New Orleans, Charleston, Montreal, and Chicago, subsequently adopting the reform. Mr. Gamewell constructed the apparatus in St. Louis, New Orleans, Charleston, and other places. In fact, if Dr. Channing may be called the father of the system, Mr. Gamewell may justly be accorded the honor of being its master builder. In May, 1858, he exhibited his apparatus to the aldermen of this city, it being

placed in the council chamber, and thrown open to public inspection during certain hours of the day. He had just completed his telegraph in St. Louis, where it worked admirably. At this time, D. J. Swenie was Chief of the Department, and urged the immediate adoption of the system as something which the growing, if not the immediate, demands of the city warranted. But many citizens, believing that "the time was not yet," threw doubts upon the propriety of establishing it, and nothing definite was accomplished until 1863. At a meeting of the Common Council, held May 18, 1863, a resolution passed, providing for the appointment of a committee of three (one from each division of the city) whose duty it should be to ascertain the cost of constructing a telegraph. In the spring of 1864, the authorities took hold of the subject with such earnestness that the contract was awarded to W. H. Mendell, of the firm of John F. Kinnard & Co., who had been interested with Mr. Gamewell in the construction of the system in other cities, and who were, at that time, the owners of sixteen patents connected with it. The contract price was \$70,000, the system embracing the following apparatus: One hundred and twenty-five miles of wire, one hundred and six boxes, fourteen engine-house gongs, six bell-strikers, six dial instruments for police purposes, and the necessary central-office fixtures. On the 2d of June, 1865, the system was formally turned over to the city, and pronounced to be in perfect working order. Its inauguration took place in the presence of the Mayor and Common Council, Board of Police Commissioners, Board of Public Works, and members of the Press. The committee appointed to test the working of the apparatus consisted of Alderman Shimp for the South, Alderman Bond for the West, and Alderman Clark for the North Division. After a short time of preparation had elapsed, the call was sounded from Box No. 5, located at the corner of Lake Street and Michigan Avenue. Mr. Mendell, instantly, on noting the number of the box, turned to the repeater, and placed the pointer on the dial over the figure "5." The alarm bells and engine-house gongs instantly pealed forth the number of the box, and in less than one minute, the different engines were seen hurrying toward the spot indicated. At precisely eleven minutes after four o'clock, the first signal was given, and four minutes thereafter, the first engine arrived on the spot. The engines reached the ground in the following order: "Atlantic," in four minutes; "Long John," in six; "Island Queen," in eight; "Tempest" (hose), in nine; "U. P. Harris," in thirteen; "Economy," in thirteen—from a distance of a mile and a half; "American" and "Little Giant," hose companies, in sixteen minutes; "Little Giant," steamer, also in sixteen; "Northern Star" (hose), in nineteen minutes—from a distance of two miles and a half. The committee also tested several other signal boxes. In every case, the signal was promptly received by the operator, and the whole apparatus worked to perfection. Some of the engines failed to appear on the spot indicated, and, not fully understanding the working of the telegraph on the first trial, reported at the Court House.

Since the introduction of the system, many improvements in the apparatus have taken place.* At first, the street boxes were of the style known as "cranks," and were about as clumsy contrivances, compared with what now are used, as were the gongs then in use. In 1871, these were replaced by improved apparatus, although the rest of the machinery, being of a better character,

* Firemen's Journal.

was continued for many years later, and some of it is still in service.

The central office was located, originally, in the dome of the old Court-house cupola. Old citizens and firemen can remember the network of wires that radiated thence to the tops of the buildings that surrounded the Court-house square. The operating force consisted of E. B. Chandler, superintendent; John P.

John P. Barrett

Barrett (present superintendent), William J. Kirkman (afterward murdered in Texas, while agent of the Freedmen's Bureau), Alfred Ranous, operators, and Nathaniel W. Gray, repairer. Later, the force included John Donnelly, a well-known telegrapher; W. D. S. Anderson, known by railroad and telegraph men from the lakes to the Gulf; L. B. Firman, general manager of the American District Telegraph and Telephone Exchange of this city; George E. Fuller, killed in 1873, on Engine No. 6, while responding to an alarm of fire; William J. Brown, John Kennedy, and William R. Myers. Mr. Chandler, after managing the system with signal ability for eleven years, resigned the superintendency, to take the general western agency of Gamewell & Co., in the spring of 1876, and was succeeded by John P. Barrett.

At the time of the great fire the headquarters were located in the old Court House, and it is needless to say that they were suddenly abandoned on the morning of October 9th. The system suffered severely, losing sixty boxes, sixteen gongs, three bell-strikers, eight police dials, about forty miles of wire, and the entire central office apparatus. Nevertheless, the telegraph corps, under the direction of Superintendent Chandler, displayed such energy that, on the evening of the second day, with instruments borrowed and altered to suit their needs, the West Division lines, embracing nearly one-half of the entire system, were ready for service, and by the end of the week connection was completed with such of the system as had escaped the fire in the South Division. Everything was destroyed in the North Division, except two street boxes, and about a mile of wire, and no attempt was made to connect them for several weeks.

The Fire Alarm Telegraph consists, primarily, of two parts, the signal apparatus and wires by which the presence of a fire or other cause of alarm is telegraphed to the central office, and the alarm apparatus by which the bells in different parts of the city are struck from the central office, by the operator there stationed. Distributed over the city are signal boxes. These are cottage-shaped, of heavy cast-iron, and fastened to the side of a house, or post, being communicated by insulated wires with the signal circuit overhead, while a conductor conveys atmospheric electricity collected by the wires to the earth. At first all the boxes were provided with signs stating where the keys could be found. Within the past few years, the Tooker Keyless Door has come more or less into use, which does away with the delay heretofore occasioned in times of fire, caused by the looking up of the key and properly using it. The handle or knob of the alarm protrudes so that it can be easily turned. The terrific noise which immediately ensues, however, is a sufficient guard against any undue meddling with the machine. Supposing the

knob to have been turned, and the hook inside the box pulled, the number of the box is registered at the central station. The duty of the operator then is to release the mechanism of a repeater, and communicate the alarm to every bell in the city. The striking apparatus of the bells is under the action of an electro-magnet, and the number and frequency of the strokes are regulated at will by the operator at the central office. It is also in his power, when he considers it advisable, to only signal a portion of the department. This is done by means of switches, which disconnect any of the alarm circuits, and on these disconnected circuits the bells will remain silent. By this means the direct location of the conflagration can be given from every bell in the city within a few seconds after its discovery.

EDWARD BRUCE CHANDLER, first superintendent of the Fire Alarm Telegraph of Chicago, and, at present, the general agent of the Gamewell System for the west and southwest, was born in Hartford, Washington Co., N. Y., January 30, 1838. When he was in his eighth year he removed with his parents to Romeo, Macomb Co., Mich., where he received a good primary education in the public schools. At sixteen years of age he entered Ann Arbor University, and graduated in the Literary Department in the summer of 1858. His long career of usefulness and success in his chosen profession, dates from his arrival in Chicago on the 31st of January, 1859. He at once commenced to learn telegraphy under E. D. L. Sweet, superintendent of the Western Division of the Illinois & Mississippi Company. Mr. Chandler was soon placed in service; first at Bureau Junction, then at Peru, Amboy, and Rock Island, Ill., where he acquired himself so creditably that during a portion of the war period he was transferred to a more important point and post, being manager of the Springfield office. Returning to Chicago in May, 1864, he was employed as a telegraph operator and clerk in the office of the general superintendent of the Illinois Central Railroad Company. The Fire Alarm Telegraph System of Chicago had been finally completed, in the spring of 1865, by John P. Kennard, the partner of John N. Gamewell in the construction of lines in the northern cities, and, on the 15th of April, Mr. Chandler was appointed superintendent. One of his brightest, most persevering operators at that time, was John P. Barrett, his successor as superintendent. The system went into operation June 2, 1865, and Mr. Chandler continued to manage it with marked ability for a period of eleven years. On the 1st of May, 1876, he resigned the position to assume his present one. In 1882, he, in connection with others, established the Police Signal and Telephone Company, of which he was elected president, and still holds that office. Since 1874, when it was organized, he has also been treasurer of the American Electrical Association. Mr. Chandler is a prominent Mason, being a member of Home Lodge, No. 508, A. F. & A. M.; Chicago Chapter, No. 127, R. A. M.; and Chevalier Bayard Commandery, No. 52, K. T. He was married in Princeton, Ill., January 19, 1872, to Miss Emily C. Moseley, the youngest daughter of Roland Moseley, one of the earliest settlers of Bureau County. They have two children.

JOHN P. BARRETT, superintendent of the Fire Alarm Telegraph, was born in Auburn, N. Y. While still a child his parents emigrated to Chicago, where the boy received a good common school education, and "ran" with "Niagara" No. 3. In 1853, he took to the sea, and while off the coast of South America, in the Pacific Ocean fell from the mast-head and broke his arm and leg. In August, 1862, he returned to Chicago and was appointed a member of the Fire Department, serving as watchman for Nos. 8 and No. 3. In 1864, he was given charge of the City Hall bell, which position he held until 1865, when the city adopted the Fire Alarm Telegraph System. Under E. B. Chandler, superintendent, Mr. Barrett became an efficient operator, and upon the retirement of Mr. Chandler in May, 1876, became superintendent himself. Mr. Barrett has not rested satisfied with having acquired a well deserved reputation as an executive officer, but since he has been at the head of this Department has accomplished many important reforms and become quite an inventor. With his instrument called the "joker," the alarm is received in each engine-house the moment the box is pulled, thereby doing away with waiting for the alarm to strike on the gong from the general office. He was also the originator of the Police Patrol Service, now being generally introduced throughout the United States. Mr. Barrett was married April 20, 1868, and has had nine children, seven of whom are living. He is a life member of the Paid Fire Department Beneficent Association.

DAVID M. HYLAND, chief operator of the department of the Fire Alarm and Police Telegraph, is a native of Massachusetts, being born in Lowell thirty-five years ago, a son of Matthew W. Hyland. His parents removing to Channahon, Ill., when he was about six years of age, he naturally followed them. Remaining there two years they came to Chicago in 1859, and here their son received his education in the Kinzie school. In 1862, he went to South Bend, Ind., to attend Notre Dame University for three years, and in 1867 managed to come to Chicago and learn the mysteries of telegraphing. In 1871, being then twenty-one years of age, he entered the office of Edward B. Chandler, superintendent of the Fire Alarm Telegraph system from its establishment in June, 1865. By dint of hard work, untiring perseverance and decided ability in his profession, Mr. Hyland has risen from the humblest position to one only second to the superintendency, now held by John P. Barrett. He has been chief operator in the department since the centennial year.

THE FIRE INSURANCE PATROL was organized a few days before the great fire, and under the superintendency of Benjamin B. Bullwinkle has rendered valuable service in the saving of property. As it is not under corporate control, however, and is no portion of the Fire Department, the details of its organization and work will be given in the chapter on Fire Insurance in the ensuing volume.

BENJAMIN B. BULLWINKLE, superintendent of the Fire Insurance Patrol, has become known throughout the country for the perfection to which he has brought this annex to the Fire Department of Chicago. The appliances and improvements of the system which have been introduced, not only in the United States but in foreign lands, are many of them the children of Captain Bullwinkle's fertile brain. Especially is this true with regard to the electrical automatic contrivances which render easy, safe and rapid the movements of men and horses when an alarm is sounded. The exhibition given in honor of ex-President and Mrs. Hayes, on September 12, 1878, illustrates the efficiency and wonderful rapidity which mark the workings of the system under the superintendent's masterly management. At that time, to their unbounded astonishment, a large company of ladies and gentlemen saw the whole working force of men and horses in their places and out upon the street ready for business in just one and a half seconds from the sounding of the alarm. As reported by a local paper: "Mrs. Hayes good naturedly requested the superintendent to have it done slower, so that she and the President could see how it was done, but Captain Ben gracefully declined, saying that while he and his men were willing to repeat the performance as often as desired, they should rather do it in a little less than in any longer time." The history of such a man must be of interest to any American, especially to one who is struggling to rise by hard, honest work. He was born in New York City, March 18, 1847, being the son of Charles T. and Eliza (Laughlin) Bullwinkle. His mother died in 1854, and soon afterward his father came to Chicago, where he, too, died in 1857. Benjamin, the oldest of three children, was thus left with a younger brother and sister, without money or relatives. Notwithstanding this responsibility, he bravely refused assistance from eastern relatives, and actually set to work to support his "little family" upon his earnings as an errand boy. Other openings presented themselves to the brave lad, as his friends commenced to take a hearty interest in his manly disposition, and as the other children grew older all contributed to the household exchequer. Mr. Bullwinkle thus continued to be the "father to his sister" until she was married, and the guardian of his brother until he learned the trade of jeweler and was able to shift for himself. When about fifteen years of age Mr. Bullwinkle obtained a situation in the office of the American Express Company, but soon afterward drifted into the charmed circle of the Fire Department as driver of the chief's wagon. At this time, as the chief was expected to be present at all the fires himself, the fortunate driver had the advantage of having a living example before him, and was not slow to improve the opportunities afforded him of learning how to "fight fire" himself. He soon mastered every branch of his profession and came into such general notice that just before the great fire, when the insurance companies decided to organize a fire patrol, as New York, Boston and Philadelphia had already done, they selected Captain Bullwinkle as the proper person to be placed at its head. Under the auspices of a committee of three, he completed the organization on the 2d of October, 1871, and although several eastern gentlemen were urged for the position of superintendent, his undisputed qualifications gained the day. The great fire annihilated so many of the insurance companies who had supported the enterprise that it seemed probable that the patrol system would fall with them. But Cap-

tain Bullwinkle kept his men together and temporary quarters were found for them on Blue Island Avenue until a frame building could be erected on Michigan Avenue near Jackson, on the present site of the Exposition Building. After it was found that Chicago was by no means ruined, but that the destruction of her fire traps had taught her a lesson by which insurance companies were in future to profit, many of these organizations entered enthusiastically into the work of placing the patrol upon a more substantial basis. In April, 1872, Captain Bullwinkle's force moved into a spacious brick building at No. 113 Franklin Street, built expressly for it by the Chicago Board of Underwriters. In 1877-78, the brick building No. 176 Monroe Street was erected by L. Z. Leiter, but its interior was entirely finished by the members of the patrol under the direction of the superintendent. The building was formally opened by "Patrol No. 1" on February 16, 1878. "Patrol No. 2" was organized on August 3, 1875, with a captain and four men, for duty on the West Side a brick building having been erected expressly for it on Peoria Street near Congress. On January 26, 1882, after the stock-yards fire the packers furnished a building and entire equipment for a patrol, paying one-half the expense of maintaining the same. Both this patrol and No. 2 are under the personal supervision of Superintendent Bullwinkle, who seems omnipresent and is certainly omnipotent in his particular province. That his services are fully appreciated is evident from the comfortable and even elegant quarters which have been furnished him and his men. He has had many marks of personal favor, such as the presentation by his employees, in December, 1875, of a gold badge costing \$450, and a magnificent gold watch, chain and badge from the Underwriters, which testimonial was valued at \$525, and received by the superintendent with unfeigned pride, in February, 1878. Among the Masons, Captain Bullwinkle is held in high esteem, and he is an officer in Apollo Commandery, No. 1, Knights Templar. He is a member of the Third Presbyterian Church. On November 5, 1873, Mr. Bullwinkle was married to Miss Angelica J. Moody, and has one son.

FIREMEN'S BENEVOLENT ASSOCIATION.—The first act to incorporate the Firemen's Benevolent Association of the Volunteer Department was approved by Governor French, June 21, 1852. The association had, however, previously been organized in 1847. From 1858, up to and including 1871, the officers were as follows:

Presidents.—John T. Edwards, 1858-64; U. P. Harris, 1864-66; Peter L. Yoe, 1866-70; John L. Gerber, 1870-71.

Vice-Presidents.—Darius Knights, 1858; Cyrus P. Bradley, 1858-62; Frederick Letz, 1862-63; Robert Letz, 1863-65; Robert A. Williams, 1865-69; John L. Gerber, 1869-70; J. M. Johnston, 1870-71.

Secretaries.—P. P. Wood, 1858-62; Augustus H. Burley, 1862-65; Thomas H. Buckley, 1865-70; D. J. Swenie, 1870-71.

Treasurer.—Charles N. Holden, 1858-71.

The Benevolent Association of the Paid Department was organized in the fall of 1863. In answer to a call issued to all the companies in the Paid Fire Department, a meeting was held, September 12, 1863, at the engine house of the "Long John" Engine Company, on LaSalle Street, near the old Chamber of Commerce. D. J. Swenie was chosen president of the meeting and Joel Prescott secretary. A committee was appointed to draft a constitution and by-laws, which were adopted October 14th, and an association organized with the following officers: Francis Agnew, president; Charles T. Brown, vice-president; Thomas Barry, secretary; Joel Prescott, treasurer; J. J. Gillespie, D. J. Swenie and L. J. Walsh, finance committee. The initiation fee was fixed at \$1 and the annual dues at \$5. Many who desired to be members were so confident that these fees would not be sufficient to maintain the association and also pay \$8 per week for sick benefits and other expenses, that they refused to join the organization. But they were wrong in their prognostications, as the subsequent prosperity of the association sufficiently indicated. For the first year of its existence, the balance in the treasury was \$486.83. At the time of the great fire there was over \$5,000 in the treasury.

From the organization of the association, up to and

including the time of the great fire, the officers were as follows:

President, Frank Agnew, 1864-71; Vice-Presidents, Charles T. Brown, 1864; J. J. Gillespie, 1864-67; M. W. Powell, 1867-68; J. P. Barrett, 1868-71; Secretaries, Theodore Barry, 1864-66; Leo Myers, 1866-69; Hiram Amick (Recording), 1869-71; Joel A. Kinney (Financial), 1869-71; Treasurer, Joel Prescott, 1863-71.

COMPANY SKETCHES.—The following sketches of steam fire engine companies include those organized previous to 1871:

"Long John" Engine Company No. 1. As has been stated, this company was first put under full pay in December, 1858, with Joel A. Kinney as its foreman. He held the position but a few months, being succeeded the next year by Thomas Barry. Mr. Barry remained in this position for two years, when he was transferred to Engine Company No. 8. In 1868, Alexander McMonagle was appointed foreman of the company, the "Long John" engine having made its last appearance during the early portion of the year. On the 28th of January, 1868, occurred the Lake-street fire, which was its final work, the steamer soon afterward going into the "scrap-heap." "Long John the Second" arrived from the Silsby works, on the 20th of June, and was immediately put into service. It remained intact, however, for only about eighteen months; for, on January 17, 1870, while going down the approach to Washington-street tunnel, on its way to a South Canal-street fire, and indulging in a contest of speed with the "A. D. Titsworth" No. 13, it was overturned, and brought up, at the mouth of the tunnel, a total wreck. James Enright, engineer, now engineer of No. 16, was seriously injured. The third "Long John" arrived January 30, 1870, and was put into service on the 2d of February. Mr. McMonagle continued to act as foreman until after 1871.

"Enterprise" Engine Company No. 2 was organized December 26, 1858, and was located in the quarters vacated by the "Long John" in the old Army Building, corner of Adams and Franklin streets. The first members were: Delos N. Chappel, foreman; John Sloan, Maurice Walsh, Alexander Ross, John Lewis, Patrick Guilfoil, John Agnew, pipemen; George Roberts, engineer; Harry Roberts, assistant engineer; John Heber and George Delemater, drivers; Michael Powers, watchman. Mr. Chappel remained as foreman until the summer of 1859, when he was succeeded by P. P. Wood. Mr. Wood joined "Battery A," in 1862, and became captain because of meritorious service. James J. Walsh ("Ginger") succeeded Captain Wood. Mr. Walsh is now captain of Engine Company No. 22, located at No. 460 Webster Avenue, and is the oldest foreman, of continuous service, in the department. He remained as acting foreman until No. 2 was reorganized, as "J. B. Rice" No. 10, in February, 1866, and the engine transferred to Bridgeport. Joel A. Kinney became foreman of No. 2 in April, 1866, remaining one year. Mathias Benner succeeded him in April, 1867, continuing thus to act until May 4, 1868.

"Atlantic" Engine Company No. 3, the first company put into commission under full pay, was organized October 23, 1858, and was located on the North Side, No. 225 Michigan Street, where No. 8 now is. The following were the first members: George McCagg, foreman; L. J. Walsh, John O'Neil, William Toner, Frank Agnew, Martin Dollard, James Maxwell, pipemen; George Roberts, engineer; Harry Roberts, assistant engineer; William Dexter and Francis T. Swenie, drivers; Robert Williams, watchman. Mr. McCagg was

foreman until 1861, when Mr. Walsh succeeded him and remained in that position until after 1871.

"Island Queen" Engine Company No. 4 was organized January 5, 1859, and located at the corner of Clinton and Washington streets. Afterwards its headquarters were in No. 6's house, on West Lake Street. The original members of "Island Queen" were as follows: Robert A. Williams, foreman; Leo Myers, Peter Schimmels, Adolph Wilkie, Nicholas Eckhardt, John Hocksfeare, Anton Lawson and Henry McBride, pipemen; Fred Monday, engineer; William Johnson, assistant engineer; Patrick Garrity and Joseph Smith, drivers; John Myer, watchman. Mr. Williams remained foreman until the spring of 1860, being succeeded, for a short time, by John McLane. In 1861, came Charles T. Brown, who served until after the fire.

"U. P. Harris" Engine Company No. 5 was put in commission January 26, 1860, and was stationed on West Jackson Street, between Clinton and Jefferson streets. The original members were: Alfred F. Stoddart, foreman; Leo Myers, John Harrington, John Drehr and John Scanlon, pipemen; Robert Etheridge, engineer; Frank Sowersby, assistant engineer; John Windheim and Charles Nolan, drivers; Michael Powers, watchman. Mr. Myers remained foreman until he was appointed first assistant of the Department in 1863. William Sodem served from 1863 until 1868, and Christian Schimmels from that year until after the fire.

M. W. CONWAY, chief of the Third Battalion, was born in Ireland, in 1842, settling in the city of Brooklyn, N. Y., with his parents when he was six years of age. Coming to Chicago in 1855, he obtained a good education, joining the "Garden City" Hose Company No. 6, the next year, when fourteen years of age. He remained a member of the company until it disbanded in 1859, and soon afterwards moved to Memphis, Tenn., where he remained until the breaking out of the war. He then returned to Chicago, and enlisted in Mulligan's Brigade (23d Illinois). At the conclusion of the war he again became a citizen of Chicago and, in December, 1868, was appointed pipeman of Engine Company No. 5, which position he held during the great fire of 1871. His engine put the first water on the front of the fire. In 1872, he was transferred to Tempest Hose Company, which was replaced in 1875 by the first chemical engine ever in service in Chicago. He was captain of No. 17, in 1873, and of No. 7 during the following year, receiving the commendation of the Board of Police and Fire Commissioners for the courage he displayed in the fire of July, 1874. Mr. Conway was promoted to the position of Chief of the Seventh Battalion in September, 1875, his headquarters being at No. 15's house; and in April, 1877, was transferred to the Fourth, being stationed at the house of Engine Company No. 12. In May, 1880, he assumed command of the Fifth Battalion, being transferred to Hook and Ladder No. 5, on West Twelfth Street. In April, 1882, he was given charge of the Third Battalion, with headquarters at No. 80 West Erie Street.

"Little Giant" Engine Company No. 6 was organized on the 13th of February, 1860, and stationed at No. 98 Dearborn Street. The original members were: Fred A. Bragg, foreman; William R. Hoisington, Samuel Cunningham, Nelson Edson, and Richard Stringer, pipemen; Samuel Furlong, engineer; William A. Durfee, assistant engineer; John Callahan and William J. Moore, drivers; J. R. George, watchman. Upon the date of organization, given above, the engine arrived, via the Grand Trunk and Michigan Central Railroad, from the Amoskeag works. It was one of the three ordered by the city, weighed six thousand five hundred pounds, cost \$3,500, and was located at the engine house of old "Fire King" No. 1. The "Little Giant" was reorganized in 1864, its headquarters being on Maxwell Street, near Canal. John Harrington was the first foreman, being succeeded by Richard Brown, who held the position until 1868. William Musham then became foreman, serving until after the fire.

WILLIAM MUSHAM, first assistant fire marshal, was born in Chicago, February 9, 1839. Having obtained a good common school education and learned the carpenter's trade, he joined the "Philadelphia" Hose Company when only sixteen years of age. Next he became a member of "Phoenix" Company No. 8, which was then located at the present site of No. 11's house. When Engine Company No. 8 was disbanded, in 1858, to give place to paid company "Atlantic" No. 3, he left the Department and had no connection with it until 1861, when he was appointed pipeman on "Little Giant" Engine Company No. 6. In 1865, he attended the grand firemen's review in Philadelphia, remaining in that city and becoming a member of the famous "Fairmount" Engine Company. The next year he returned to Chicago, connecting himself with "T. B. Brown" Engine Company No. 12. In the fall of 1868, he left the company to become foreman of "Little Giant" No. 6. When the great fire occurred Mr. Musham was acting as captain of the company, which did such noble service under him that, in March, 1872, the Board of Fire Commissioners promoted him to the position of third assistant marshal, having charge of the entire West Division. In April, 1877, he was transferred from the Fourth to the Second Battalion, his old comrades showing their sorrow at his departure by presenting him with a silver tea-set and an elegant fireman's hat. In May, 1880, Mr. Musham became first assistant fire marshal and inspector of the Department, which position he still fills in every good sense of the word. His early experience as a carpenter has served him well, as for the past quarter of a century he has had charge of all repairs and rebuilding of engine houses. Mr. Musham was married in September, 1873, to Miss Kate McFadden, daughter of Michael McFadden, who came to Chicago in 1840. They have a family of six children. William Musham, his father, came to Chicago in 1835 and resided here until his death, in 1844. He was captain of one of the first vessels that came to Chicago, and had been a sailor from boyhood.

"Liberty" Engine Company No. 7 was put in commission April 27, 1861, and located at No. 180 Dearborn Avenue. Its original members were: D. J. Swenie, foreman; John O'Neil, Frank Agnew, and William Toner, pipemen; William Horner, engineer; Frank Sowersby, assistant engineer; Horace Ward and William Mullen, drivers; John Farrell, watchman. Mr. Swenie was the first and only foreman, serving until No. 7's successor, "Fred. Gund" No. 14, was organized, in 1867.

PETER SCHNUR, marshal and chief of the Sixth Battalion, was born in the city of New York, September 28, 1842. When six months of age, his parents came to Chicago, where he received his education, and was apprenticed to a tinsmith. He never learned his trade, however, on account of the breaking out of the war. Mr. Schnur first enlisted in Taylor's Battery, passing through some of the bloodiest battles of the war, and receiving an honorable discharge July 24, 1864. Returning to Chicago, he commenced working as a substitute in Engine Company No. 8, the captain of which was the late Thomas Barry. After serving three weeks, he was appointed a member, and given the position of driver of "Liberty" Company No. 7, under the command of Captain D. J. Swenie. In 1872, he was promoted to be assistant foreman of Engine Company No. 10, serving as such until December 31, 1872, when he became captain of Hook and Ladder No. 2. There he remained until October, 1873, when he was transferred as captain to his old company (No. 14), succeeding Mr. Swenie, who had been made first assistant marshal. On the 21st of January, 1878, Mr. Schnur was appointed marshal and chief of the Third Battalion. In March, 1882, he was placed in charge of the Sixth Battalion, his headquarters being at No. 322 East Twenty-second Street. Marshal Schnur was married in January, 1878, to Miss Margaret E. Fearon, a daughter of Bartholomew Fearon, an early settler of Lake County. He is a member of the Benevolent Association of the Paid Fire Department, both city and state; also, of Court Benevolent Lodge, No. 38, I. O. F.

"Economy" Engine Company No. 8 was organized November 2, 1861, and was located at No. 265 Eighteenth Street, the following being the original list of members: Thomas Barry, foreman; John Teahan, P. R. Burns, John Agnew, pipemen; Thomas Cooper, engineer; E. S. Hammond, assistant engineer; Edward Baggot and John Windheim, drivers; John P. Barrett, watchman. In September, 1871, Mr. Barry was transferred to "Douglas" Hose No. 6, Nicholas Dubach being appointed foreman of No. 8.

THOMAS BARRY, ex-assistant fire marshal and chief of Sixth Battalion, was born in Ireland March 3, 1832. When eleven years of age he emigrated to America, settling first in the city of Brooklyn, N. Y. For three years previous to 1850, he, although but a boy, did good service with the Department, learning the trade of boiler maker. In the latter part of 1850, when he was eighteen years of age, he arrived in Chicago, resuming his trade, and, after resting five years, becoming a member of "Red Jacket" Engine Company No. 4. Mr. Barry remained with the company until the Paid Department was organized. He was appointed "Long John's" first pipeman, and in 1859 commenced to serve as its foreman. In November, 1861, he was transferred to "Economy" No. 8, as foreman; and remained in charge until June, 1865, when he was injured by the falling of a brick wall on South Water Street. His limbs were fractured in eleven different places, and he was picked up for dead, but skillful care, combined with his vigorous constitution, brought him out of the shadow of death and made a hardy man of him. After his recovery he became watchman of No. 6 for about a year, being again elected captain of the "Economy" in June, 1867. In July he was again injured, and in January, 1871, at Armour's packing house. In September of that year he was transferred to the "Douglas" Hose No. 6, where he served during the fire of October. In the following November, he took charge of Engine No. 19, and in November, 1874, he was promoted to the position which he held at the time of his death.

"Frank Sherman" Engine Company No. 9 was organized March 15, 1864, with headquarters at No. 97 Dearborn Street. The original members were: John J. Gillespie, foreman; M. W. Shay, John R. George and Samuel Cunningham, pipemen; William Donlan, engineer; John Holm, assistant engineer; William J. Moore and Richard Stringer, drivers; John P. Fearn, watchman. Mr. Shay became foreman in 1865, Mr. Gillespie having been promoted to the assistant marshalship. In 1867, Joel A. Kinney became foreman of the Company, holding that position at the time of the great fire in 1871. The headquarters of No. 9 were changed from Dearborn Street to No. 2527 Cottage Grove Avenue.

JOEL A. KINNEY, assistant fire marshal and chief of the Fourth Battalion, is a native of Cattaraugus Co., N. Y., where he was born July 19, 1828, being the son of Joel and Pamela Kinney. In 1833, he removed with his parents to Hamilton, Upper Canada, coming to Wheeling, Cook Co., Ill., in 1837. On the 28th of November, 1840, he settled in Chicago. Soon afterward the lad received his first baptism by fire; for while playing among the ruins of a conflagration on the southwest corner of Lake and LaSalle streets, he was so badly burned as to be nearly crippled for life. When fourteen years of age he entered the printing office of the Democrat, and two years later became one of the original compositors on the Journal. Young Kinney was also one of the "crew" of two boys who carried that paper to its few patrons in 1844. In addition to his other duties he acted as roller boy—in fact, was a youth of all work. During this year, in May, he commenced his long term of service as a fireman by joining "Neptune" Bucket Company No. 1, which in November, 1846, was reorganized as Engine Company No. 4. In 1852, Mr. Kinney joined Engine Company No. 1, becoming first assistant engineer of the Department in 1855 and foreman of "Long John" Steam Engine Company No. 1, in December, 1858. Colorado and silver bonanzas claimed his attention in the spring of 1860, he departing for the west in April of that year. On October 1, 1862, he joined the Independent Battery of Colorado, being promoted to the second lieutenantcy, May 24, 1865. Lieutenant Kinney saw considerable service up to the summer of 1864, being stationed a portion of the time at Fort Larned, western Kansas, and participating in the closing scenes of the war in Missouri. When he returned to Chicago, in the fall of 1865, he found it virtually impossible to avoid service in the Fire Department; since not only was he warmly urged to enter it, but all his leanings were that way. In April, 1866, he was appointed foreman of Engine Company No. 2, and a year later was transferred to the reorganized "Frank Sherman" Engine Company No. 9. Mr. Kinney and his company passed through the great fire with very much credit to all concerned. In February, 1874, Mr. Kinney was promoted to his present position. He is a prominent member of the old Fireman's Benevolent Association; also of the Benevolent Association of the Paid Department, being its financial secretary for a number of years.

"J. B. Rice" Engine Company No. 10 was organ-

ized February 19, 1866, and located at No. 338 State Street. Following are the original members: James J. Walsh, foreman; Jacob Held, Nicholas Barth, Thomas Dunigan, pipemen; George Roberts, engineer; Fred Allen, assistant engineer; Samuel Ripley, Archy Martin, drivers; Jacob Reis, watchman. The "J. B. Rice" engine was first publicly tested in the Court-house square, September 26, 1865. Among the spectators were Enoch McGrue, chief engineer of the Cincinnati Fire Department; A. B. Taylor, chief engineer of the Fond du Lac Department; J. F. Kinnard, patentee and proprietor of the Fire Alarm and Police Telegraph; and Commissioners John Wentworth and Brown. The engine was stationed at the northeast corner of the square, taking water from the fountain basin. At five o'clock the wood was ignited, and in eight minutes and a quarter the steamer began to throw water. With less than fifty pounds of steam, through a one and a quarter inch nozzle, a stream was thrown one hundred and seventy-five feet high. This was never before accomplished in this city, except by the "Neptune" in 1858, when, through a nozzle of the same size, it threw a stream to an altitude of over two hundred feet. The horizontal stream, through four sections of hose, one and a quarter inch nozzle, "Siamese" connection, was thrown to a distance of two hundred and thirty feet. The "Neptune" threw a stream two hundred and sixty feet, but it must be remembered that this engine weighed four times as much as the "Rice." The "J. B. Rice" was built at the Amoskeag works at Manchester, N. H., being similar to the "Frank Sherman." Mr. Walsh remained foreman of the "Rice" until 1872.

CHARLES S. PETRIE, assistant fire marshal, secretary of the Fire Department and superintendent of repair-shop, was born in Chicago, September 25, 1840. He obtained his early education at St. Joseph's Catholic School in this city, and afterward at South Bend, Ind. When in his sixteenth year he both entered the employ of the McCormick Reaper Company and joined the Volunteer Fire Department as a runner. In 1856, he was accepted as a regular member of Engine Company No. 11. Between 1858 and 1862, Mr. Petrie was steamboating between New Orleans and Nashville, in "scrambling" for gold, for a short time, at Pike's Peak, Col., and in acting as assistant engineer on the Mississippi and Missouri rivers. On the 30th of January, 1862, he returned to Chicago, and took charge of the tug boat "Union." He held the position of assistant of "Atlantic" Engine Company No. 3 for two years and a half from September 16, 1862, and then returned to the McCormick Reaper Works. On Friday, February 1, 1866, he was appointed to the position of assistant engineer of the "J. B. Rice" No. 10, and remained in that position until Edwin Roberts, the engineer, died. Mr. Petrie was promoted to the vacant position July 2, 1867. When the "William James" No. 3 was organized during the following November, he was transferred to it as engineer. The steamer was destroyed at the repair-shop during the great fire of 1871, but Captain John McLean, R. J. Harmon, Harry Anderson and Mr. Petrie did such excellent service as pipemen in the southwest lumber district that they were presented with a purse of \$400 by the business men of the community. On Friday, February 14, 1872, he was promoted to the position of third assistant fire marshal in charge of the West Division, having his headquarters at Engine House No. 17. He became second assistant fire marshal, on Friday, March 1, being assigned to the North Division, with headquarters at Supply House No. 3. Marshal Petrie acquitted himself with his usual judgment and bravery at the fire of 1874, being found, by a friend, during the height of the excitement, with his boots burned completely from his feet. To return to his "lucky day." On Friday, April 11, 1877, he accepted the position of superintendent of the repair-shop, at the same time going to all fires upon second alarm, and taking the place of the marshals when the latter were absent. At the time of the burning of the Academy of Music, on Halsted Street, October 12, 1880, Marshal Petrie had an extremely narrow escape from death. With other firemen he was on the roof when it suddenly gave way, carrying them all into a cauldron of fire. He received several bad bruises and a terrible shock. Mr. Petrie's position at extensive conflagrations is generally the one of the greatest danger, as he is consigned to direct operations from the roofs. Since Marshal Petrie has held the position of superintendent of the repair-shops he has invented

the heaters used in the Department, also the stand-pipe and water-tower combined, and numerous smaller devices attached to the apparatus, which are generally admitted to be of great value. He has been secretary of the Fire Department since the death of Hans Haerting, January 15, 1881. He is a great favorite among the men, and is much interested in benevolent and social objects. He has held the office of president of the Mutual Aid Association of the Paid Fire Department, and was treasurer for three years of the Benevolent Association. He joined the Court Garden City, No. 1, Order of Foresters, February 2, 1879, and, with several others, organized Court Benevolence, No. 30, January 27, 1880. From this Court he was elected a representative to the High Court, which position he still holds. He served one term as high chief ranger, and to his untiring efforts is greatly due the present prosperous condition of the order. He served as one of the delegates of the world, at London, in 1879. He was one of the originators of Illinois Council No. 615, Royal Arcanum, chartered September 7, 1881, holding the offices of regent, past regent, and treasurer. Marshal Petrie became a member of D. C. Cregier Lodge, No. 643, A. F. & A. M., in September, 1879; Corinthian Chapter, No. 69, R. A. M., February, 1880; St. Bernard Commandery, No. 35, K. T., November, 1881. He is a charter member of Teutonia Maennerchor, and has been president of the N. W. B. Social Club for two years. Mr. Petrie was married to Miss Martha A. Morton, of Nashville, Tenn., on January 30, 1862, shortly after his return to Chicago from his river service between that city and New Orleans.

"A. C. Coventry" Engine Company No. 11 was organized in January, 1866, and was located at No. 225 Michigan Street, the following being the original members: Lawrence J. Walsh, foreman; George L. Taylor, Thomas Maxwell, Fred Williams, pipemen; James Furlong, engineer; Bart. Hardy, assistant engineer; Eugene Sullivan, John Kennedy, drivers; William McIntyre, watchman. Mr. Walsh continued to act as foreman of the company until 1872.

"T. B. Brown" Engine Company No. 12 was organized on February 19, 1866, and was located at No. 80 West Lake Street, with the following roll of members: Charles T. Brown, foreman; Fred Taplen, Nicholas Eckhardt, Adolph Wilke, Charles Gagenheimer, pipemen; Charles Noble, engineer; Thaddeus Haley, stoker; John Windheim and Jacob Ross, drivers; Daniel O'Connell, watchman. Mr. Brown remained foreman of the company, and its successor, the "R. A. Williams" No. 17, until after the great fire.

"A. D. Titsworth" Engine Company No. 13 was organized in January, 1867, and located at No. 97 Dearborn Street, with the following members: Maurice W. Shay, foreman; James E. Furlong, T. Mognahan, S. Paine, A. Barber, John Fitzgerald, Chris. Goodwin, J. M. Reis, Charles Kramer, T. Sanderson. Mr. Shay remained foreman until October, 1873, when he was promoted to the position of assistant marshal.

MAURICE W. SHAY, assistant fire marshal and chief of the First Battalion, was born in Nova Scotia, March 22, 1832. When six years of age he removed with his parents to Eastport, Me., where, in 1839, he witnessed the great fire in that city. The casualty left a deep impression on his boyish mind, and prompted him to adopt the arduous and meritorious life of a fireman. In 1840, he removed to Charlestown, Mass., where he was reared, and seven years later, being then but a lad of fifteen, commenced running with "Warren" Engine Company No. 4, of the Volunteer Fire Department. On visiting that city, in 1854, he was made a member of the Volunteer Veteran Association of Charlestown, Mass. He removed to Cleveland in 1849, and the next year joined "Phenix" Engine Company No. 4. In 1852, Pittsburgh, Penn., claimed him as an efficient, brave and aspiring fireman, serving for three months as a member of "Eagle" Company. He returned to his former company—the "Phenix," of Cleveland—in 1855, when he was elected second assistant foreman of the company, and the next year was advanced to the position of assistant engineer of the Fire Department. Mr. Shay came to Chicago in October, 1856, appearing first as a pipeman of "Liberty" Hose No. 6, in 1857. One year later he was elected assistant foreman, remaining in this position until the company was disbanded and the Paid Fire Department organized. In September, 1861, after being out of the service for two years, he was appointed truckman on Hook and Ladder Company No. 1. While an assistant of Hose Company No. 6, in

October, 1857, at a large fire on Lake Street, he was working on the top of a wall and fell down on it, many firemen being killed, among others being his gallant foreman, John B. Dickey. Mr. Shay had a narrow escape himself. Transferred to "Little Giant" Engine Company No. 6, in 1862, two years later he was promoted to be foreman, and given charge of "Frank Sherman" Engine Company No. 9, which was organized in March, 1864. In January, 1867, the "A. D. Fensworth" Engine Company No. 13 was organized, and Mr. Shay was transferred from the "Frank Sherman" to become its first foreman. No. 13 ever stood in the front rank of the crack engine companies of Chicago, and Mr. Shay was mainly instrumental in bringing it to its splendid position. Although a strict disciplinarian, he was, and is, a great favorite with his men. As one evidence of this warm feeling of respect and admiration, it may be remarked that in February, 1869, his personal friends in the department presented him with an elegant gold watch. In the great fire his company did noble service, taking position on Jefferson Street and stubbornly contesting the progress of the flames westward. On October 3, 1873, Mr. Shay was promoted to be assistant fire marshal, having been detailed as such while foreman of his old company. His headquarters were, at first, the house of Hook and Ladder Company No. 4, on East Twenty-second Street, but when he was transferred to the First Battalion in November, 1874, his headquarters were at Hook and Ladder No. 6, on Franklin Street, and subsequently at No. 13's house on Dearborn Street. Here he still is stationed, an efficient, faithful, and popular officer of the Department. Notwithstanding which, Mr. Shay was never married—except in the columns of the daily press. On account of ill-health he was obliged to relinquish active duty in the department, but his services were demanded, and therefore was appointed inspector of the Fire Department, and since then has held that position. Three years ago he was invited by the Board of Fire Commissioners of St. Paul, Minn., to visit that city, and was tendered the position of chief of the Fire Department of that city; this honor he declined—preferring Chicago and his old associations.

"Fred Gund" Engine Company No. 14 was organized on April 7, 1867, and was stationed at No. 180 North Dearborn Street. The following were the original members: Denis J. Swenie, foreman; J. Enright, J. Green, E. O'Neil, pipemen; William Horner, engineer; J. Berry, assistant engineer; P. Schnur and D. Daley, drivers; John Farrell, watchman. Mr. Swenie was foreman at the time of the fire.

D. J. SWENIE, the first and last chief of the Paid Fire Department of Chicago, was born in Glasgow, July 29, 1834. He is therefore in his fifty-first year, a vigorous man in every sense of the word; and the position which he has held for five years—the head of one of the grandest fire departments in the world—is but the logical result of thirty-five years of arduous and faithful service. Mr. Swenie came to Chicago in July, 1849, an honest industrious boy of fifteen, and engaged in the manufacture of leather hose, fire hats, etc., with C. E. Peck, whose house was on Lake Street. In this way he became acquainted with the volunteer firemen, and before he was a year older had joined No. 3 Hose Company. Next he became a member of "Niagara" Company No. 3, and, in 1852, when only eighteen years of age, was elected assistant foreman of "Red Jacket" Engine Company No. 4. In September, 1854, after the disbandment of the "Red Jackets," he returned to No. 3, where he remained until 1856, when he was elected first assistant engineer of the Department. In March, 1858, he was chosen chief engineer, organizing the Paid Steam Fire Department. The opposition shown to him by the element of the volunteer service, would have caused a less courageous man than Chief Swenie to have withdrawn from a life which brought so many hardships and perplexities. In February, 1859, U. P. Harris was nominated for chief engineer, and elected in March. For two years he ran with "Atlantic" Hose Company No. 3, as an exempt member. In 1861, Mr. Swenie was appointed foreman of "Liberty" Engine No. 7. In 1867 the engine was transferred to another house, and he received a new engine called the "Fred Gund" No. 14, still retaining his old functions and holding his position as foreman. On the tenth anniversary of his appointment as foreman, his many friends in the Department gave a banquet in honor of the occasion at No. 14 house, which was a grand affair. C. N. Holden presented him with a gold watch and chain, with a miniature fire-hat and trumpet as emblems. Upon the resignation of Chief Harris, in February, 1867, R. A. Williams was appointed by the Fire Commissioners to fill the vacancy. Mr. Swenie was tendered the position of first assistant, and, preferring, for the present, to retain his old position, he continued to discharge the duties pertaining thereto until October, 1877, when he was appointed first assistant fire marshal under Chief Benner. At the great fire he was the means

of saving four squares on the North Side, bounded by Michigan and Market streets and the river. Mayor Harrison appointed him acting-chief July 3, 1879, and upon the retirement of Mr. Benner in November, he became the head of the Department, being confirmed on the 10th of that month.

"Illinois" Engine Company No. 15 was organized in December, 1867, its headquarters being on the corner of May and Twenty-second streets: Its original members were: William Mullin, foreman; Francis Berry, engineer; James Kingswell, stoker; Norman T. Ormsby and Mathias Shafer, drivers; Eugene Vallie and Hugh Ward, pipemen. Mr. Mullin continued as foreman up to the time of the fire.

"Winnebago" Engine Company No. 16, with four call members, was organized at the same time as No. 15, and located on the corner of State and Thirty-first streets. The following were its first members: John Dreher, foreman; James Enright, engineer; Patrick Crowley, stoker; Thomas Byrnes, driver; Gilman Palmer, watchman; Francis Butterfield, Frank Howard and Thomas McAuliffe, pipemen. Mr. Dreher continued to act as foreman until after the fire.

"R. A. Williams" Engine Company No. 17, the last engine company organized before the fire, was put in commission on the 16th of February, 1870, and was located at No. 80 West Lake Street. The original members were as follows: Charles T. Brown, foreman; John Cook, S. H. Scadin, A. J. Calder, and David Hyland, pipemen; John E. Ferguson, engineer; Charles Schroeder, stoker; Adam S. Barber and Patrick Lamey, drivers; Daniel O'Connell, watchman. Mr. Brown was foreman at the time of the fire.

"Pioneer" Hook and Ladder No. 1, organized August 13, 1859, was located at No. 121 LaSalle Street. George Ernst was its first foreman; Charles T. Brown, William Kelch, Edward Fingerhutt and Aaron J. Sloman, truckmen; John P. Ferns, driver. Mr. Ernst was succeeded by F. T. Swenie, who served from June, 1871, to April, 1872.

"Protection" Hook and Ladder No. 2 was organized in October, 1868, and was located at No. 83 West Jackson Street, with the following list of members: James J. Grant, foreman; Hugo Franzen, Fred. Reis, J. A. Cooke and Lewis Fiene, truckmen; N. T. Ormsby, driver. Mr. Grant remained foreman until after the fire.

"Rescue" Hook and Ladder No. 3 was organized January 24, 1871, being located at No. 36 Chicago Avenue. Its original members were John H. Green, foreman; William Friese, Thomas Maxwell, Charles M. Duffy and James Duff, truckmen; Norman N. Holt, driver. Mr. Green continued as foreman until April 10, 1877, when he was promoted to be assistant marshal, and was succeeded by Mr. Holt.

Hook and Ladder Company No. 4, the last created before the fire of October, was organized on the 11th of October, 1871, and located on Sanger Street, near McGregor. The members were: George Ernst, foreman; Joseph O'Donohue, H. H. Breternetz and Francis Flanagan, truckmen; G. W. Weller, driver. Mr. Ernst was foreman at the time of the great fire.

Hose Company No. 1 was organized September 15, 1859, and was located on the corner of Clinton and Washington streets; Engine Company No. 4 removing to No. 80 West Lake Street to accommodate the new organization. Following are the first members: Edward Mendson, foreman; Frank Lily and John Fowler, pipemen; Charles Anderson, driver. Peter Schummels, Matthew Schuh and Leo Myers were successively foremen of the company, until the close of 1871.

LEO MYERS was born in Chicago June 26, 1834, being the first child of French parents who had this city for his birthplace. Commencing, in 1847, as a torch-boy in Bucket Company No. 1, he helped, later, to organize the "Lawrence Engine Company No. 7, becoming a pipeman. He next joined the "Niagara Engine Company No. 8, where he remained until the Paid Department was organized. In 1859 he was chosen pipeman on the "Island Queen," was promoted to foreman of "U. P. Harris" No. 5, and, in 1863, to assistant fire marshal. Holding that position for one year he resigned, afterward serving as foreman of "Supply" Hose No. 1, until 1872, after which he traveled for the Babcock Manufacturing Company for two years, and then returned to the Department. First, he acted for a short time as captain of No. 10, being transferred, in 1874, to No. 23. He was promoted to the assistant marshalship in April, 1877, in charge of the Seventh Battalion. His territory covers the lumber district, one of the most dangerous localities in the city, and the selection of Mr. Myers for this position showed the high estimation in which he was held, and which he has merited.

"American" Hose Company No. 2 was organized in November, 1859, and located at No. 31 Blue Island Avenue. The list of first members was as follows: Edward Baggot, foreman; Frank Powell, pipeman; and John Kennedy, driver. Mr. Baggot was succeeded by John Dorsey, who was foreman at the time of the fire.

"North Star" Hose Company No. 3 was organized during the month of October, 1863, and was stationed in the North Division, corner of Larabee Street and North Avenue. John Reinwald, Matthew Mathias and John E. Schmidt were the first members. In 1864, this company was merged into "Island Queen" No. 4.

"John A. Huck" Hose Company No. 3 was organized in June, 1867, and located at the corner of Oak and Rush streets, with the following list of members: Foreman, Matthew Schuh; pipeman, Nicholas Wenmand; driver, Peter Lawson.

"Lincoln" Hose Company No. 4 was organized in July, 1870, and stationed at No. 454 Webster Avenue, with the following roll of members: John C. Schmidt, foreman; Edward Varges, hoseman; John Hardell, driver.

In August, 1870, a new apparatus, called a "Hose Elevator," was added to the Department, located at the corner of Washington and Franklin streets; and in January, 1871, another machine for the same purpose (elevating hose to the top stories of high buildings), but of the Skinner patent, was put in use. Although seemingly unyielding and impracticable, yet, when the firemen became accustomed to its use, it proved very efficient, and saved vast amounts of property, which nothing but a similar apparatus could have accomplished.

In September, 1871, Hose Companies "Washington" No. 5 and "Douglas" No. 6 were organized. No. 5 was located at No. 1004 West Madison Street, with the following members: J. J. Grant, foreman; James Young, hoseman; R. A. Bunnell, driver. No. 6 was located at No. 603 Cottage Grove Avenue, with the following members: Thomas Barry, foreman; George H. Idell, hoseman; Eugene Sullivan, driver.

Engine No. 14 was temporarily stationed at No. 39 Rawson Street, at quarters built for Hose No. 7 after the fire.

LOSSES BY FIRE.—From the time the Paid Department was fairly organized, and the last of the volunteer companies were disbanded—from 1863 up to and including the year 1871, but excluding the damage done by the great fire—the total loss above insurance in the city of Chicago, amounted to \$13,779,848; the insurance \$10,851,952. Below will be found a short account of the most notable fires which occurred during the period covered by this volume.

Because of a delay occasioned by the sounding of a wrong alarm, January 26, 1858, when the Fire Department reached the lumber yard of Messrs. Holt & Mason, on Market Street, the flames had gained the mastery. The half square between Adams and Monroe streets presented a grand spectacle, as it was covered with lumber and other combustible material, upon which the fire was feeding, and rearing itself into the air to a height of fifty or sixty feet. About six o'clock in the morning the flames crossed Market Street, and lapped up a row of wooden buildings in the rear of the gas works. Much alarm was felt lest the latter should suffer and the supply of gas be cut off, or a terrible explosion occur. A number of vessels also narrowly escaped destruction. The entire loss was \$100,000, which, in those days, constituted a serious conflagration. Many suspicious circumstances, brought up at the time, pointed to this fire as of incendiary origin, and a fireman, who enjoyed the soubriquet of "Beast" Brown, was arrested for the crime and subsequently sentenced to the penitentiary. His confession was to the effect that Messrs. Holt & Mason refused to subscribe to a Firemen's ball, given by Company No. 4. In August, 1860, one of the rogues whom Brown claimed as his confederates, was arrested in the interior of the State by Captain Bradley's detectives. This man Mike Kirby, alias "Shaky" was employed at the Gas Company's yard, at the time of the fire, and throws the blame of the whole affair upon "Beast" Brown. One Jerry McCormick assisted him. They failed twice in their attempt, but succeeded the third time. Kirby was held for trial, in \$2,000 bail. McCormick was never captured.

A fire which broke out on the west side of South Wells Street, between Jackson and VanBuren, on May 18, 1858, early in the morning, was not noteworthy because of great loss of property, but because three women, two men and four children perished in the flames. A row of four two-story wooden tenements was here situated, the lower portion being taken up with stores and the upper story with sleeping rooms. The inmates burned were taken unawares, the flames spreading rapidly, owing to the combustible nature of the material.

On September 15, 1859, a fire broke out in a frame stable on Canal Street, near the corner of Lake, owned and occupied by F. Mehrling & Co., ice dealers. At the time, a few minutes before nine o'clock, a high wind was blowing from the southeast, and the fire was swept into the middle of the block, which was covered with lumber yards, wooden buildings, sheds, outhouses, work shops, etc. The flames were driven north and west, sweeping along Lake and Canal streets. First came a collection of two-story stores, saloons etc; next the Cleveland House, built of Milwaukee brick, and the Clifton House, on the corner; then the Cochran House, a magnificent six-story marble structure, owned by J. W. Cochran, but unoccupied, being ahead of the requirements of the times. All these structures were destroyed, the Hydraulic Mills were gutted, and E. W. Blatchford's lead works, the largest of the kind in the west, were also a total loss. The entire square, bounded by West Lake, North Jefferson, Fulton and Clinton streets, was burned over, except that portion from former Engine No. 6, on Lake Street, to the corner of North Jefferson; also on North Jefferson to Fulton, and on Fulton Street to the lead works, including Phillips' Packing house. "Hope" Hose Company of Philadelphia was present during the fire, being in attendance at the State fair, and did splendid service. About four blocks were swept over, the total loss being \$500,000.

The district was substantially bounded by Canal Street on the east, Carroll on the north, Jefferson to Fulton and Clinton to Lake, except Blatchford's lead works.

The buildings of the Illinois Central Railroad Company, consisted of a magnificent stone round-house, with a huge dome and cupola, and a large machine shop, seventy by one hundred and sixty feet, three stories in height. The blacksmith shop was one story high. Unfortunately, when a fire broke out, April 17, 1860, the buildings were so situated that the engines could not take suction from the lake, but were obliged to make long lines and take water, through four-inch mains, on Wabash Avenue. "Little Giant" No. 6 "Island Queen" No. 4, and hand-engine No. 9 ("Carville") performed good service, but could not save the property from ruin. The large shops and round-house were burned, and such locomotives as could be saved were dragged out by hand and by a passenger locomotive, which was, fortunately, obtained. The total damage occasioned by this conflagration was \$130,000.

On the 1st of May, 1860, the wholesale five-story warehouse of Messrs. Barrett, King & Co., on Lake Street, was burned, as to the two upper stories, and deluged with water as to the lower floors.

During the remainder of 1860, fires occurred as follows: October 18, 1860, the ice house of Messrs. Joy & Frisbie, at Crystal Lake. Three houses, owned by the same firm, on the North Branch, were burned some weeks previously. Lill & Diversey's malt house, adjoining the Water Works, was partially destroyed, on the 27th of October. On November 8th, the propeller "Hunter" was burned, and two lives lost.

On the 15th of March, 1862, the temporary depot of the Pittsburgh, Fort Wayne & Chicago Railroad Company, on Canal, near Madison Street, was struck by lightning and destroyed by fire. The great Union Depot was then in course of construction.

On the 2d of June, 1865, a fire broke out in the agricultural warehouse of Stoddard & Cook, near the corner of Lake and Clinton streets, within the district of the great conflagration of September, 1859. The building was situated in the center of the block, and the flames rapidly spread to the manufactory of John Hollingsworth & Co. and also to the warehouse of Furst, Bradley & Co. The immense lumber yard of T. M. Avery also succumbed. Total damage, \$325,000. The first telegraph alarm sent through the new system, summoned the Department to this fire.

A sad loss of life is to be recorded at the fire of June 7, 1865, which was located in Zea & Zimmerman's and Morong-mery & Kenly's, on South Water Street. The flames spread to minor buildings. Several firemen were killed or seriously injured by falling walls. The unfortunate were: Ignatz Geis, of the steamer "Frank Sherman," and John Straining, of No. 5, killed; John Agnew, Thomas Barry and Christian Goodwin, of the steamer "Economy," injured; Augustus Hurr, assistant fire marshal of the South Division, badly injured; and William Madsen, of the steamer "Frank Sherman," slightly injured.

The fire which broke out on January 9, 1866, in the cellar occupied by Michelson & Apopew, as the sales-room of the Mutual Tobacco Works, on Randolph Street, was, undoubtedly, the work of an incendiary. On the ground floor was a saloon, while the upper stories composed the Cotton-Seed House. As the flames broke out early in the morning, many of the inmates of the house were obliged to escape by means of ropes and other paraphernalia. The total loss was \$145,000.

On June 7, 1866, while passing to the scene of a fire

in the Metropolitan Block, on LaSalle Street, the steam engine "Economy" came into collision with a locomotive. The engine was overturned; the driver, Daniel Heartt, was pitched to the ground with such violence as to receive fatal injuries.

Flames were discovered issuing from the basement of the large building corner of Franklin and Market streets, occupied by the Pennsylvania Oil Company, June 9, 1866. Four floors of the building were occupied by Kussel Brothers, wholesale grocers, and their stock destroyed was valued at \$100,000. The building was owned by B. F. Sherman, cost \$20,000. The loss to the Pennsylvania Company was \$60,000. The inside of Hall, Kimbark & Co.'s hardware establishment also caved in, making the total damage by the fire aggregate \$207,400.

What were known as Ward's Rolling Mills, situated on the North Branch, were burned June 21, 1866, entailing a loss upon the owners of fully \$200,000. The property was owned by a company, of which the principal stockholder was Captain E. B. Ward, of Detroit. It was with great difficulty that the new works, then just completed, were saved.

The conflagration of July 16, 1866, rendered sixty or seventy families homeless, and the suffering caused thereby developed a kindness which extended all over that part of the city. The fire commenced at the rear of a building on State Street, near Polk, and swept over to the east side of that thoroughfare, where thirty small buildings were burned to the ground. The district burned over extended from the alley between State Street and Third Avenue to the alley at the rear of Wabash Avenue. Everything was laid in ruins. "Long John" No. 1 was first at the scene of the fire; and in half an hour every steamer in the city was there. The fierceness of the flames is shown in the destruction of two large ice houses, owned, respectively, by Sanborn & Giles and Otto Schroeder. J. H. McVicker's residence narrowly escaped, his family having disposed of their goods in the most condensed form, looking to a speedy departure. When the extent of the casualty to the poor people of the district became known, every saloon was thrown open to them and many private residences, while from the corner of Third Avenue and Polk Street, a number of ladies dispensed lemonade and other refreshments to the firemen and the sufferers. While the fire was at its height, a man was discovered in the upper portion of a carpenter shop, a few doors north of Polk Street, deliberately attempting to fire the building. The scoundrel offered the policeman \$50 for his liberty, but his pleadings and his attempt at bribery were without effect, and he was taken to the Armory, where he did not attempt to deny the fact that he was taken with a box of matches in his hand. No casualty, which brought loss of life, occurred, but a number of firemen were sun-struck and one severely injured. The total damage was \$140,000.

On the 19th of August, 1866, a fire occurred on South Water Street, near Michigan Avenue, which destroyed property amounting to nearly one-half million of dollars. The tobacco factory of Van Horn, Murray & Coy, the wholesale grocery of G. & C. W. Church & Cady, and the wholesale drug-store of Tolman, Pinkham & Co., suffered more or less from the flames. The wholesale dry-goods store of Carson, Pirie & Co. narrowly escaped burning, the iron shutters being warped and twisted by the intense heat.

At the fire in D. Lowenthal's tobacco warehouse, which occurred October 9, 1866, Chief Harris was badly burned by an explosion which greeted him when he first

entered the building. The factory, with its contents, was destroyed, and a heavy stock of liquor in Montgomery & Blair's refinery, next door, was much damaged. A small panic took place among the guests of the Massasoit House, across the way, and at one time the Great Central Depot was considered to be in danger. The total loss was \$100,000, upon which there was about twenty-five per cent. insurance.

November 18, 1866, the tobacco warehouse of D. Bunker & Co., on South Water Street, was burned, and before the flames were extinguished they had swept away the entire center of the block extending on Lake from Wells to Franklin Street. Explosions were frequently heard, and many narrow escapes are recorded from falling walls. The property destroyed amounted in the aggregate to half a million dollars, the principal sufferers being as follows: On South Water Street: McMurphy, Boyle & Clark, Minchrod & Daniels, and Swaze, Smith & Co., commission merchants; William B. Ogden, owner of several buildings; and J. L. Booth, Rochester, N. Y., agricultural implements. On Lake Street: Sickels, Preston & Co., Rainbold & Magnus, and E. Ashley Mears, hardware; Charles J. L. Meyer, sash, door and blinds; Wheeler, Pierce & Co., commission merchants; Martin & Bros., show-case manufacturers; John Sink estate, owner of building. The total loss occasioned by this fire was \$450,000, upon which there was an insurance of \$300,000.

The five-story brick structure on Lake Street, in which were W. B. Keen & Co., Dean & Ottaway, Rufus Blanchard and J. W. Goodspeed & Co., all engaged in the publishing or printing business, was the scene of a conflagration April 12, 1867.

James S. Kirk & Co.'s soap and candle manufactory was burned May 7, 1867, with a loss of \$105,000.

On June 4, 1867, the Garden City fire-works factory, on Bremen Street, was the scene of a terrible explosion, which was the means of burning it to the ground and destroying half a dozen other buildings. It was owned by Charles Morris. Fortunately no lives were lost.

David Henry, a wholesale liquor dealer, occupied all of a large store on State Street, except the basement, and his stock, and the building owned by the Butterfield estate, were burned August 30, 1867; loss \$100,000.

The main portion of the magnificent structure, known as Farwell Hall, was destroyed by fire January 7, 1868. It had been completed only a few months. By almost superhuman exertions the two wings of the building were saved.

On January 16, 1868, the five-story building on Lake Street, occupied by Starratt & Beatty with a heavy stock of hardware, the structure being owned by Samuel Thomas and John B. Rice, succumbed to Chicago's persistent enemy, suffering a damage of \$200,000.

A very destructive fire was that of January 28, 1868, which raged over the eastern terminus of Lake Street and vicinity. S. C. Griggs & Co.'s splendid publishing establishment was destroyed, the event being considered almost in the light of a public calamity. Telegrams of condolence were received by the firm from Harper & Brother, J. B. Lippincott, Ticknor & Fields, George W. Childs, Appleton & Co., and others. J. V. Farwell & Co., Fisk, Kirtland & Co., and R. G. Dun & Co., suffered, while the stock of McDougal, Nicholas & Co., dealers in boots and shoes, was a total loss. L. Schoenfeld & Co., and Rosenfeld Bros., in the same line of business, suffered a total loss. The building destroyed on the corner of Lake Street and Wabash Avenue entailed a loss upon J. H. Burch, its owner, of \$400,000.

The second fire, which became a portion of the same great conflagration, originated in the basement of Carson, Pirie & Co.'s, on Lake Street, spreading to the west and east and leaping across the alley and laying the block (Nos. 4-14) in ruins. Nos. 16-22 was a five-story marble block, owned by Henry B. Dixon, which was burned to the ground, the building being occupied by Burnhams & Van Schaack, wholesale druggists; Whitney Bros. & Yundt, boots and shoes; and Seymour, Carter & Co., hosiery, gloves, etc. The block from No. 10 to No. 14 was owned by H. A. Kohn & Bros., and leased to Keith, Wood & Co., dry goods and notions, and to Fitch, Williams & Co., hats and caps. Nos. 4-8 was a building owned by C. H. McCormick & Brother, and occupied by C. M. Henderson & Co., boots and shoes, and S. Harris, wholesale clothier. No. 20 was owned by W. Butterfield; No. 18, occupied by Foreman, Harris, Nahm & Co., wholesale clothing merchants; No. 24 by Carson, Pirie & Co., dry goods dealers, Merrill & Hopkins, crockery, and M. W. Welsh, wholesale dealer in gloves. The damage occasioned by this conflagration was over \$2,000,000; insurance, \$1,486,000.

February 24, 1868, the Northwestern Hotel, formerly the Eagle, one of Chicago's landmarks, was destroyed by fire. It was erected by E. Moore, in 1858.

March 29, 1868, Gould Brothers' linseed oil works, on Canal, between Van Buren and Harrison streets, at the rear of the Alton & St. Louis freight house, was burned; loss, \$400,000.

The old North Side Market Hall was burned April 18, 1868.

Two immense freight houses of the Milwaukee division of the Chicago and Northwestern Railroad Company were burned September 13, 1868. They extended from the corner of Indiana and Jefferson streets to the northwest, beyond the corner of Fourth and Desplaines streets, about four hundred feet of the larger house being laid in ashes before water was turned on. The cost of the property destroyed, comprising valuable freight, reached \$100,000.

S. I. Russell's planing mill, on Fulton Street, was destroyed by fire December 11, 1868.

The Union Park Congregational Church was burned February 22, 1869.

At the Canal-street fire, which occurred March 5, Thomas O'Brien, Peter Moretta, George Bergh and Charles Wilt, firemen, were smothered to death. The fire originated on the corner of Washington and Canal streets.

By the destruction of Burkhart, Van Slyck & Schotsal's wood-cutting machine manufactory, on West Water Street, near the Excelsior Iron Works, on May 19, nearly \$150,000 went up in fire and smoke.

The great oil, paint and glass establishment of Messrs. Heath & Milligan, Nos. 170-2 East Randolph Street, was burned to the ground August 12, 1870. Many firemen narrowly escaped injury when the huge wall of the building fell in Court Place.

The most destructive fire of this period, however, with the exception of the great conflagration, occurred September 4, 1870. In the spring of 1870, a massive building, seven stories high, was completed, and known as the Drake Block. It was situated on the southeast corner of Wabash Avenue and Washington Street, and at the time was one of the most imposing buildings of the kind in the United States. At about five o'clock in the afternoon, smoke was seen issuing from the sixth story. The structure was capped by a finely ornamented and highly combustible Mansard roof, which,

when the flames commenced the attack, could not be reached by the firemen. Between five o'clock p.m. and midnight this magnificent block was transformed into a mass of ruins, and nearly three million dollars' worth of property had vanished into air. The fire is supposed to have originated in Laffin, Butler & Co.'s paper store, on the east side of Wabash Avenue, between Washington and Madison streets. It was still the custom of the "boys," when called upon to throw a stream to a great height, to have their pipemen raised in "buckets" (by the machine hose elevators), from which vantage ground they sometimes successfully accomplished their work. But at the Drake-block fire, as at others, the "bucket machine" would not work, hence the helplessness of the Department. Even in three-quarters of an hour after the fire was discovered, two buildings were destroyed, and only three streams of water had been brought to play upon the burning mass. Within less than two hours the entire block was ablaze, and the St. Mary's Catholic Church, corner of Madison, was threatened with destruction. As fast as goods were removed from the burning building they were carried across the street to the old Presbyterian Church. The principal sufferers were J. V. Farwell & Co., who lost \$1,500,000, and J. V. Farwell, individually, who owned his building, valued at \$165,000; Laffin, Butler & Co., \$225,000; Kirkland, Ordway & Co., boots and shoes, \$150,000; John B. Drake, \$160,000; and Field, Leiter & Co., who occupied the third and fourth floors of the Drake Building, \$180,000. The total insurance upon the property destroyed was \$1,554,500.

Armour & Co.'s packing house, corner of Salt Street and Archer Avenue, was burned January 14, 1871. In pens adjoining were four thousand live hogs, which narrowly escaped being roasted and being made edible according to Charles Lamb's recipe. They were driven out before being singed, however, so that the loss was confined to the packing house. It was the largest in the city, one hundred and forty by two hundred feet, two stories in height, and the loss on building and stock was \$125,000; insurance, \$85,000.

On January 13, 1871, the cutlery establishment of Messrs Simons & Ruble, on Ewing Street, between Halsted and Blue Island Avenue, was burned. It was the only establishment of the kind in the West. The proprietors suffered a damage of \$100,000; insurance, \$40,000.

On the 30th of September, 1871, the Burlington warehouse "A", on Sixteenth Street, near the corner of State, was discovered to be in flames and was destroyed. It was constructed of brick, being one hundred and sixty-five feet on Sixteenth Street and running back one hundred and thirty-three feet to the Chicago, Burlington & Quincy tracks. The warehouse was built by R. McCabe in 1864, and purchased from him by Sturges & Co. for a wool and general warehouse. In 1869, it was bought by Samuel Nickerson, president of the First National Bank, who owned it at the time of the fire. Large quantities of whiskies, highwines, syrups, candy, lard, etc., were stored in the basement; the first floor being given up to sugars, machinery, groceries and general goods; the second being packed with broom corn, machinery, agricultural implements, empty crockery and household goods; and the third with stoves and castings. Warehouse "B," separated from the doomed building by only an eight-inch fire-wall, had a narrow escape from burning. In it were stored over \$2,000,000 worth of teas, coffees, sugars, etc. The damage to Warehouse "A" amounted to \$638,300; insurance, \$126,000.

As will be remembered, the Department became "thoroughly" Paid by about the year 1863. Since that time up to and including 1871-72, the losses and number of fires have been as below, the figures for the latter year, however, not including the conflagration of October, 1871:

YEARS.	NO. OF FIRES.	AMOUNT OF INSURANCE.	TOTAL LOSS.
1863-64	186	\$ 272 500	\$ 355,560
1864-65	193	555,300	651,798
1865-66	243	941,602	1,216,466
1866-67	315	1,643 445	2 487,973
1867-68	515	3 417,288	4 215,332
1868-69	505	463,248	560,169
1869-70	600	600,061	871,905
1870-71	660	2,183,498	2,447,845
1871-72	480	745,000	972,800
Total	3 697	\$10 851,942	\$13 779,848

THE SCHOOLS.

GENERAL CHANGES IN SCHOOL ORGANIZATION.—By act of February 16, 1857, the Board of School Inspectors, which, since its organization, had consisted of seven members, was increased to fifteen. The office of School Trustees was also abolished by this act. The fifteen inspectors were denominated the Board of Education, and divided into three classes. They were to be elected by the Board of Aldermen, for terms of one, two and three years. In February, 1858, the power to fix the boundaries of school districts was delegated by the Common Council to the Board of School Inspectors. During the same month the school buildings, heretofore designated by numbers, were named as follows: School No. 1, "Dearborn"; School No. 2, "Jones"; School No. 3, "Scammon"; School No. 4, "Kinzie"; School No. 5, "Franklin"; School No. 6, "Washington"; School No. 7, "Moseley"; School No. 8, "Brown"; School No. 9, "Foster"; School No. 10, "Ogden." In April, the Common Council ordered that all bills against the School Tax Fund, for improvements, repairs and school supplies, should pass under the supervision of the Board. During the year 1859, a clerk was first employed in the office of the Superintendent of Schools, and Samuel Hall served in this capacity until February, 1860, when he was succeeded by Shepherd Johnston, the present incumbent. In the winter of 1867, provision was made by the Legislature for a regular clerk, and, on April 2, Mr. Johnston was elected to the position. March 6, 1861, the Board of Education adopted a graded course of instruction which had been prepared by Superintendent William H. Wells. Chicago was a pioneer, as usual, among the western cities in taking this step, and the material features of the course were extensively copied by other cities. The City Charter, adopted February 13, 1863, contained a provision for the establishment of a separate school for colored children, and in March the Common Council took the necessary steps to carry it out. This school was opened June 15, 1863, in a rented building, located corner of Fourth Avenue and Taylor Street, and was continued until April, 1865, when it was closed—the provision having been repealed by the City Charter of that year, in deference to the prevailing sentiment of the country. The office of Building and Supply Agent was established during the summer of 1863, and James Ward, who had served as a member of the Board of Education since

1857, was appointed to the position, and held it up to the time of his death in July, 1881. In February, 1865, an act of the Legislature made the minimum age at which children would be received into the public schools six years instead of five. Also by legislative enactment, the Board was made to consist of sixteen members, who were divided into four classes. The same act made provision for the appointment of a school agent by the Board—the appointment, up to the year 1860, having been made by the Common Council. From 1860 to 1865, the city comptroller was, ex officio, School Agent. In May of the latter year, Charles C. Chase, the comptroller's chief clerk, who had been attending to the business connected with the School Fund, was elected school agent, and has since discharged the duties of the position. By legislative act of February, 15, 1865, \$100,000 of "school construction" bonds were authorized to be issued. Within the next two years the Council, by ordinance, ordered \$75,000 of this amount issued. In June, 1866, the Council authorized a loan of not exceeding \$80,000 to be used. Previous to 1865, the money for erecting school-houses came from the School Tax Fund. Even the Charter amendments, approved that year, allowed no higher school tax than three mills on a dollar, to meet the expenses of purchasing grounds for school-houses, erecting and repairing buildings and supporting the schools. Appreciating the wants of the city, the Legislature passed the act of 1867, authorizing the Council to issue a half million dollars of bonds. For this liberal provision the Board of Education was chiefly indebted to Moses W. Leavitt, deceased, then a member of the Lower House of the Legislature, and whose efforts were ably seconded by Lester L. Bond in the senate. An act of March 10, 1869, made provision for the issue of \$700,000 additional bonds. The bonds authorized by the acts of 1867 and 1869, were issued and negotiated by the city comptroller, in compliance with ordinances passed by the Council, upon the request of the Board of Education—\$350,000 in 1867; \$150,000 in 1868; \$200,000 in 1869; and \$500,000 in 1870.

PRESIDENTS OF THE BOARD.—The first annual report of the superintendent of public schools of Chicago was made by John C. Dore, for the year ending Decem-

John C. Dore

ber, 1854. Flavel Moseley was chairman of the Board of School Inspectors from that time until 1857, when that body became transmuted into the Board of Education. This change was made by the amended city charter of February 16, 1857, which also increased the members from seven to fifteen. Under the new organization, Luther Haven became president, and continued in that position for three years. In 1860, John C. Dore was chosen president, serving until the close of the year ending February 1, 1861. Dr. John H. Foster served from that time to December 31, 1861, when he was succeeded by Mr. Haven, who held the position for the next year, and was followed by Walter L. Newberry, in 1863. C. N. Holden acted as president from January 1, 1864, to September 1, 1866; George C. Clarke, for the succeeding year; L. Brentano, for the year ending July, 1868; John Wentworth, for 1869; William H. King, 1870; and Eben F. Runyan, for the

year 1871. Mr. Runyan held the position at the time of the great fire. From 1857 until 1862, the office of the Board of Education was at No. 119 South Clark Street, up-stairs, and from that time until May, 1871, at No. 76 LaSalle Street, opposite the Court House. In May, 1871, the Board removed into its new quarters, on the southwest corner of Randolph and LaSalle streets, occupying a portion of the second and third floors of the building, where they remained until the great fire.

STATISTICAL.—The School Report for the year ending February 1, 1858, shows that the estimated value of real estate belonging to the School Fund, within the city limits, was \$900,000; outside country property, at \$25,000. The High, "Scammon," "Jones" and "Franklin" school-buildings were situated upon lots belong to the School Fund. These lots could not be used by the city for school purposes, except upon the payment of ground rent, the same as paid by private individuals, as the avails of the School Fund could not be diverted to any other purpose than the payment of teachers. The income of the School Fund for the year, including the dividend of interest on the State Fund, was \$36,144.10. The expenditures for the support of the schools amounted to \$62,701. For the next year, the income was \$37,341.44; expenditures, \$70,341.10. The report for the year ending December 31, 1861, exhibits the following:

Real estate belonging to the fund, \$1,006,180; income, \$45,834.72; expenditures, \$106,486.78. By the end of the following year, the income had increased to \$38,328.68, and the expenditures to \$112,110.32. By the year ending September 1, 1866, the receipts had increased to \$182,311, and expenditures, \$176,966. For the year ending July 3, 1868, the financial situation was as follows: Expenditures from school building-fund—the proceeds of bonds previously alluded to—\$207,198.05; receipts from school fund, \$275,234.20, and expenditures, \$273,307.34; real estate belonging to the fund inside the city, \$651,206.67; two-mill tax levied, \$387,486.99.

MEMBERS OF THE BOARD.—The following were the members of the Board of Education from 1857–58 to 1871–72, inclusive:

*1857–58—Flavel Moseley, president; Luther Haven, John H. Foster, George M. Higginson, Philo Carpenter, Samuel Hoard,

Samuel Hoard

John C. Dore, Frederick Baumann, Michael Tiernan, Joseph P. Brooks, Henry G. Miller, Daniel McLroy, Edward W. Brewster, James Ward and Perkins Bass.

*1858–59—Luther Haven, president; Flavel Moseley, John H. Foster, George M. Higginson, Philo Carpenter, Samuel Hoard, John C. Dore, Frederick Baumann, Benjamin F. Adams, Joseph P. Brooks, William A. Porter, Samuel S. Hayes, Levi B. Taft, James Ward and Perkins Bass.

*1859–60—Luther Haven, president; Flavel Moseley, John H. Foster, George M. Higginson, Philo Carpenter, William A. Porter, Samuel S. Hayes, Levi B. Taft, James Ward, Perkins Bass, John C. Dore, Samuel Hoard, Walter L. Newberry, James W. Sheahan, Austin D. Sturtevant.

*1860–61—John C. Dore, president; Henry T. Steele, Samuel S. Hayes, Levi B. Taft, James Ward, Perkins Bass, Samuel Hoard, Walter L. Newberry, James W. Sheahan, Austin D. Sturtevant, Luther Haven, Flavel Moseley, John H. Foster, George M. Higginson and Philo Carpenter.

*1860–61—John H. Foster, president; John C. Dore, Charles N. Holden, Walter L. Newberry, James W. Sheahan, Austin D. Sturtevant, Luther Haven, Flavel Moseley, George M. Higginson, Philo Carpenter, Henry T. Steele, John Wentworth, Levi B. Taft, James Ward and Christian Wahl.

* Year ending February.

+ Year ending December 31.

*1802—Luther Haven, president; Flavel Moseley, John H. Foster, J. Collins Wicker, Philo Carpenter, Henry T. Steele, John

Philo Carpenter

Wentworth, Levi B. Taft, James Ward, Christian Wahl, William H. Ryder, Charles N. Holden, Walter L. Newberry, James W. Sheahan and R. Prindiville.

*1803—Walter L. Newberry, president; Philo Carpenter, James W. Sheahan, Lorenz Brentano, John H. Foster, Charles N. Holden, Henry T. Steele, William J. Onahan, R. Prindiville, J. Collins Wicker, Levi B. Taft, John Wentworth, Flavel Moseley, William H. Ryder and Christian Wahl.

*1804-05—Charles N. Holden, president; J. H. Foster, vice-president; Joseph Bonfield, D. S. Wentworth, Henry T. Steele, S. S. Hayes, E. Blackman, M. W. Leavitt, R. M. Guilford, John H. Foster, W. H. Ryder, L. Brentano, George C. Clarke, David Walsh, H. Felsenthal and A. W. Tinkham and J. F. Ballantyne.

*1805-06—Charles N. Holden, president; G. C. Clarke, vice-president; E. Blackman, M. W. Leavitt, R. M. Guilford, John H. Foster, W. H. Ryder, L. Brentano, David Walsh, John Van Horn, A. W. Tinkham, J. F. Ballantyne, Joseph F. Bonfield, D. S. Wentworth, S. A. Briggs, and E. F. Runyan.

*1806-07—George C. Clarke, president; Samuel A. Briggs, vice-president; John H. Foster, W. H. Ryder, L. Brentano, David Walsh, Emil Dreier, A. W. Tinkham, J. F. Ballantyne, Joseph F. Bonfield, L. L. Bond, E. F. Runyan, M. W. Leavitt, R. M. Guilford, T. M. Avery, and F. A. Eastman.

*1807-08—L. Brentano, president; Samuel A. Briggs, vice-president; David Walsh, Emil Dreier, A. W. Tinkham, J. F. Ballantyne, J. F. Bonfield, L. L. Bond, E. F. Runyan, W. H. Carter, R. M. Guilford, T. M. Avery, F. A. Eastman, John Wentworth, W. H. King, and C. C. Meserve.

*1808-09—S. A. Briggs, president; Ransom M. Guilford, vice-president; John Wentworth, William H. Carter, William H. King, Joseph F. Bonfield, James T. Healy, John D. Tully, David Walsh, John Macalister, Charles N. Holden, Lester L. Bond, Jeremiah B. Briggs, Eben F. Runyan, Charles Wuensche, Curtis C. Meserve, Theodore Schintz, Robert Clark, Samuel Shackford, and Chalkley J. Hambleton.

*1809-10—William H. King, president; Eben F. Runyan, vice-president; John Wentworth, William H. Carter, Joseph N. Barker, Leander Stone, Jonathan B. Stephens, John D. Tully, David Walsh, John Macalister, Charles N. Holden, John C. Richberg, Jeremiah B. Briggs, Avery Moore, Charles Wuensche, Curtis C. Meserve, Theodore Schintz, Robert Clark, Samuel Shackford, and Chalkley J. Hambleton.

*1810-11—Eben F. Runyan, president; John Macalister, vice-president; John Wentworth, Robert F. Queal, William H. King, Joseph N. Barker, Leander Stone, Jonathan B. Stephens, John D. Tully, David Walsh, Joseph S. Reynolds, John C. Richberg, Jeremiah B. Briggs, Avery Moore, Charles Wuensche, Curtis C. Meserve, Theodore Schintz, Robert Clark, Samuel Shackford, and Chalkley J. Hambleton.

JOHN H. FOSTER, deceased, one of Chicago's most prominent educational patrons, was born in the town of Hillsborough, N.H., March 15, 1790. Among the second son of Aaron and Mehitable (Nichols) Foster, who were simple, Christian and steadfast persons. Work upon the farm in summer and study in the district school in winter, occupied his time until he had reached the age of sixteen, when he entered Kimball Union Academy at Meriden, N.H. In 1810, when Foster taught his first school at Schoharie, N.Y., he met and married his brother, Rev. Aaron Foster, of Charlemont, Mass., and continued for a time to assist his father in his school. In the autumn and teaching during the winter of 1811-12, he visited the Hampshire villages. His mother, who was a woman of unusual common intellectual ability, died in 1813. Mr. Foster then attended Dartmouth College from 1813 to 1817, and in 1817 had acquired some thousand dollars in the purchase of land, and by the strictest economy. During the winter of 1817-18 he was in Morgan County, Ill., lands, and in the spring of 1818 he was in the same place. When here he was appointed a surveyor of the land and acted during the Black Hawk War. He had a younger brother, Amos, who was a lieutenant in the army and had been a captain and acted at Fort Dearborn. Lieutenant Foster purchased some of the original town lots of Chicago, but

was afterward ordered to Fort Howard, Wis., and while there was shot and killed by an insubordinate soldier, whom he had reprimanded for drunkenness. This occurred in 1832, and Dr. Foster came to Chicago, as one of the heirs, to look after the estate. Having confidence in the future of the unprepossessing town, he bought the interests of the others, and thus laid the foundation for the considerable fortune which he accumulated. Dr. Foster remained in Chicago until 1836, when he left his property, then a drug upon the market, in the hands of his attorney, and spent some two years in New England. On September 21, 1840, Dr. Foster married Miss Nancy Smith, of Peterborough, N.H. They immediately removed to Chicago, where their real estate was again assuming a positive value. Three daughters were born to them, to whom in 1806 he gave nearly one-half of his entire real property, with the design of lightening his shoulders of many business cares. This wise step no doubt would have had the desired effect of lengthening his life many years, had it not been for the unfortunate accident which caused his death. On Saturday, May 9, 1874, he was violently thrown from his carriage, in consequence of a sudden start of his horse. He was immediately taken home, and, after a short season of insensibility, his wonderful constitution seemed to rally and confident hopes of his recovery were entertained; but on Sunday, the 17th, fatal symptoms suddenly appeared, and on Monday, the 18th, he fell asleep so quietly that those about him hardly knew the moment of his departure. His funeral took place on Wednesday, the 20th, from Unity Church, of which he had been for many years a quiet and unassuming member. The sermon, preached by Rev. Robert Collyer, was a touching tribute to the great heart and wise mind of the departed. As a public man, Dr. Foster was best known in the departments of the city and state education, and the Chicago Board of Education justly placed him beside those other corner stones in the upbuilding of the system, Flavel Moseley and Luther Haven. Resolutions in memory of the deceased were not only passed by this Board, but the Half-Orphan Asylum and Humane Society added the mite of their contribution to the general offering which was placed upon his grand character by the whole city. Dr. Foster left a wife and three daughters, Mrs Perkins Bass, Mrs. E. C. Porter and Mrs. George E. Adams.

LUTHER HAVEN, deceased, never brought his ability and energy more effectively to bear, than while he was identified with the public schools of Chicago. He has left his impress upon her system and his name to adorn one of her most magnificent institutions. Born upon a farm, near Framingham Mass., in 1807, he obtained sufficient schooling, by the time he was seventeen years of age, to be able to teach. From 1831 to 1834 he spent in a private academy at Ellington, Conn., after which he was engaged as a teacher in the English and mathematical department of the Leicesters Academy, then one of the leading institutions of learning in the United States. He afterward was principal of the department for eleven years. The four years following he spent in various mercantile pursuits in Massachusetts, coming to Chicago in 1849. Shortly after his arrival, he engaged in the manufacture of linseed oil with Dr. F. Scammon, brother of J. Young Scammon, and a year later formed a partnership with B. F. Adams, the father of George E. Adams, in the real estate business. For a number of years the firm was among the most prominent in the city. In various capacities Mr. Haven was connected with the public school system of Chicago for ten years, or, to be more particular, from January, 1853, to October, 1863. During the last four years he was president of the Board of Education, and made for himself a name which, as stated in the resolutions of that body, passed at the time of his death, "will be handed down to posterity as one of the fathers and founders of our liberal system of education." When John Wentworth ran for mayor, in 1860, Mr. Haven was named as city controller, but he declined the honor. In October, 1861, he was appointed by President Lincoln as collector of the port and, ex officio, United States depositary. He was re-appointed by President Johnson in February, 1866, and unanimously confirmed by the senate, being an incumbent of this position at the time of his death on March 9th of that year. After an illness of five weeks, superinduced by congestion of the lungs, he breathed his last, a public man and private citizen of sterling honesty and faithfulness, a prudent counsellor, a generous friend and a devoted husband and father. He left at his death four children and a widow. Mrs. Haven was formerly Ann Elizabeth Wheaton, the eldest daughter of John R. Wheaton, of Warren, R. I. Mr. Haven's death was the occasion of special action by the Board of Education, the Board of Trade and the officers of the Custom House, his funeral being attended by the substantial and public-spirited citizens of Chicago, all of whom mourned him as one of the best citizens of Chicago.

FLAVEL MOSELEY was born in the year 1798. In company with Jason McCord, whom he had met in Cincinnati, and with whom he formed a partnership, Mr. Moseley came to Chicago in 1834, and opened a general country store, near the corner of Wells

* Year ending January 1st.

* January 1st to January 1st.

* September 1st to August 31st.

* Year ending July.

and South Water streets. The partnership was dissolved about 1850, Mr. Moseley retiring, having in the meantime made judicious investments in real estate. He thus continued to actively employ himself until failing health, three years before his death, forced him to withdraw from business. From the time of the first organization of the public school system of Chicago, until the winter of 1862-63, Mr. Moseley labored for its welfare, as no man ever did before, or has since. He served on the Board of Education a greater length of time than any other citizen. He was the first to contribute \$1,000 for an "Indigent Children's Fund," and also gave the High School, then struggling into life, liberal assistance. Never having married, Mr. Moseley seems to have devoted his warmest affections to the cause of public education in his adopted city, and the high standard reached by the common school is largely, if not mostly, the result of his labors. As stated, he resigned in the winter of 1862-63, and sailed for Cuba, in a vain effort to up-build his failing health. He spent three winters in that milder clime, but during the fall of 1865, realizing that he could not survive a fourth season even there, he started for Chicago; but he never reached the city alive, expiring on the 30th of October, at Williamsburg, N. Y. His estate was valued at about \$200,000, and, as was to have been expected, in his will he remembered the public schools of Chicago in a liberal way, giving them \$10,000 in addition to the previous donation of \$1,000 to assist the poor children of the city to obtain an education. This has since been known as the "Moseley Public School Book Fund." Mr. Moseley was a faithful member of the Second Presbyterian Church, and upon his death \$50,000 went toward establishing and maintaining its Sabbath School; \$10,000 to the Home Missionary Society of New York City (Congregational); \$10,000 to the Chicago Home for the Friendless, and a like amount to the Orphan Asylum. The deceased has a sister living in North Windham, Conn., and one at Hampton, in the same county, and a half-brother, Edward Moseley, at Ellington, Conn. Two brothers, Elnathan and Anson C., reside in Penobscot Co., Me.; Eben is a resident of Palos, Miami Co., Ind., and Harvey, of Columbus, Ga.

SAMUEL SNOWDEN HAYES, deceased, was born at Nashville, Tenn., December 25, 1820, and is a son of Dr. R. P. Hayes and Mary C. (Snowden) Hayes, whose father was an influential Presbyterian minister and one of the founders of Princeton College. Dr. Hayes and his wife had removed to Nashville soon after the close of the war of 1812, during which he had been a surgeon of a New York regiment. In 1823, his wife died, and, in 1837, Dr. Hayes followed her. Having obtained a good academic and classical education, Mr. Hayes learned the drug business, and, in August, 1838, bought a stock and settled in Shawneetown, Ill. After carrying on the business two years, he sold out and began the study of law in the office of Henry Eddy. He was admitted to the bar in 1842, and at once settled at Mount Vernon, Ill. After a brief residence there, he removed to Carmi, White County, where he remained in the practice of his profession until the winter of 1850-51, when he removed to Chicago. This was soon after his marriage to Lizzie J., eldest daughter of Colonel E. D. Taylor, then of Michigan City, afterward one of the prominent men of the city and state. Before removing to Chicago, Mr. Hayes had acquired quite a position as a political leader, being a ready speaker and a stalwart Democrat from youth. In 1845, he was a delegate to the Memphis Convention, called to promote western and southern commercial interests and internal improvements and, in 1846, was elected to the State Legislature by a handsome majority over the Whig candidate. In the spring of 1847, he raised a company for the Mexican War, being the first to volunteer; but owing to the distance from the seat of government, the muster-rolls were not received there until the quota of the state had been filled. The same season, also, he served as a delegate to a convention for the revision of the constitution, taking a prominent part in its deliberations as chairman of the Committee on Law Reform. In the autumn of 1848, he was a successful candidate for Presidential Elector on the Cass-Butler ticket; also for reelection to the State Legislature. During the session of the Legislature for 1848-49, he acted as chairman of the Committee on Education. Soon after his removal to Chicago he was employed by the city authorities as counsellor and city solicitor. Although a warm personal friend of Senator Douglas, when that gentleman supported the repeal of the Missouri Compromise he found one of his strongest opponents in Mr. Hayes. He did not abandon the Democratic party, however, believing in its distinctive principles. In 1856, he supported Buchanan, but sided with Senator Douglas in opposing his course in attempting to bring Kansas into the Union as a slave state, continuing to be his warm friend, as he had ever been, and his firm ally until his death. Although at times severely criticizing the acts of the administration, Mr. Hayes was uniformly in favor of

crushing the Rebellion by force of arms; realizing at the same time, as few did at the commencement of the war, the grave nature of the opposition to be encountered. He did not, in short, believe that the existence of the Democratic party was dependent upon the institution of slavery. Mr. Hayes was often honored by the public, being several times elected to a seat in national conventions and acted once as president of a state convention. In 1862, he was called to assume the responsible office of city comptroller.

S. W. Hayes

Among his other acts to raise and sustain the public credit, was the creation of a sinking fund for the liquidation of the bonded debt of the city by procuring an act of the Legislature requiring an annual tax of one mill on all its taxable property. For two terms he was member of the Board of Education, and made so enviable a record for himself that the public school building on Leavitt Street was named in his honor. He resigned his position as comptroller in May, 1865, and soon afterward was appointed one of the three members of the United States Revenue Commission, to inquire into the sources of national revenue and revise and recommend improvements in the tax system of the United States. The choice for the Democratic Commissioner lay between George H. Pendleton and Mr. Hayes. The report which he made was especially original and comprehensive, bringing him into national prominence. In February, 1867, the law was passed for the establishment of the State Industrial University, and Governor Oglesby appointed Mr. Hayes a member of the Board of Trustees. He served until the expiration of his term in 1873. He was a prominent member of the Constitutional Convention of 1870-71, and during the great fire in Chicago took an active part in the work of relief. He became city comptroller again, under Mayor Colvin, in 1873, and at a time when the city's finances were under the cloud which darkened the country. His management of this responsible trust was all that could be desired. And not only did Mr. Hayes show his great ability in the management of public trusts, but also of his own affairs. He was a large land owner in and around Chicago, and annually expended large sums of money in the erection of buildings and the improvement of real estate.

ABNER WELLS HENDERSON was born in Bridgewater, Oneida Co., N. Y., in the year 1812. He was the son of Solomon and Eliza (Wells) Henderson. Almost from childhood he won the reputation, which he held to old age, of being an earnest student and an accurate scholar. At the very early age of thirteen he was prepared to enter Union College, Schenectady. There he held foremost rank in his studies, and graduated when seventeen years old, under President Nott, with whom he was a special favorite. Later he pursued theological studies, and entered the Presbyterian ministry. He married, in 1842, Miss Helen Eddy, daughter of Seth Eddy, a wealthy and widely known merchant of Stillwater, Saratoga Co., N. Y. In all their after life Mrs. Henderson was a faithful, efficient and helpful co-worker in his labors, both for the cause of the church and education. Owing to a throat disease, Mr. Henderson was forced to abandon preaching temporarily, and devoted his time to teaching. At an early day he left his home in Utica, N. Y., and removed to Chicago in 1843, and in that year

Thos. H. Henderson

opened the first seminary for young ladies. The daughters of prominent men among the early settlers who were then his pupils, and who now grace homes of their own, refer often to the lasting influence of Mr. and Mrs. Henderson, not only in their educational attainments, but in the molding and strengthening of their characters as well. When health was restored, he immediately resumed his pastoral duties, having charge of a church in Morris, and later in Elgin, Ill. He was the first to suggest and establish the daily noon service in the Chicago Bridewell. After the commencement of the war he accepted, in 1861, the appointment of Chaplain to the 13th Illinois Cavalry. He discharged his duties in the camp, the field and the hospitals with such special fidelity as to

win the approbation of officers and men of every class and character. For more than three years he persevered in these arduous labors, not even taking a furlough, until ordered north by his physicians to save his life. He suffered a long illness, from which he was never fully restored. For the benefit of his health he spent four years traveling with his family in Europe and the Holy Land. He returned to Chicago in 1869, and immediately resumed work in the interests of the church. A return of his disease was the cause of his death, which occurred in Chicago, October 18, 1872. He left surviving him a wife, son and daughter. He is described by those who were his co-workers and knew him intimately, to have been one of the best scholars in the Chicago Presbytery.

JOHN CLARK DORE, son of Ezekiel and Abigail Dore, was born in Ossipee, Carroll Co., N. H., March 22, 1822. Early in life, he showed such aptness as a scholar that he was, on examination, deemed well qualified to teach when seventeen years of age. By teaching he was enabled to pursue his studies, and to enter Dartmouth College when twenty-one, from which he graduated with honor in 1847. Just before graduating, Mr. Dore received an appointment as assistant teacher in a public school in Boston, and was soon after elected principal of the Boylston school. His success as a teacher and organizer in Boston became known to the Board of Education of Chicago, and in March, 1854, he was elected first superintendent of the public schools of Chicago. He entered immediately upon the duties of his office, and classified the pupils in all the schools upon the Boston plan. The present public school system of Chicago was inaugurated by him. Mr. Dore resigned his office of superintendent in the spring of 1856, having served two years, to engage in mercantile pursuits, but was soon after elected a member of the Board of Education. He continued a member of the Board for several years, and was at one time its president. In recognition of the valuable services of Mr. Dore in the cause of public education in Chicago, one of the largest school buildings of the city was named the Dore School. As a merchant, Mr. Dore was successful, and honored by his associates in trade. He was made vice-president of the Board of Trade in 1865, and president in 1866. Mr. Dore was president of the Commercial Insurance Company for several years, and, in 1869, was president of the local Board of Underwriters. He was also elected president of the State Savings Institution soon after the great fire, but resigned and sold out his stock in 1873, leaving the bank not only solvent but with a large surplus (over a quarter of a million of dollars), as an examination of the books of the bank clearly showed, after the failure of the bank under a far different management, in 1877, four years later. Mr. Dore was State Senator four years, from 1868 to 1873, during which time he drew the bills for the Humane Laws of the State, and for the charter for the Illinois Humane Society, procuring their passage by the General Assembly. The Illinois Humane Society was organized through his instrumentality. He was president of the Society for several years, and still continues (1884) a director. In politics, Mr. Dore is a Republican. He was formerly president of the Newsboys' and Bootblacks' Home. The deed of the lot on which the Home stands is now (1884) in his name. Mr. Dore was married January 1, 1850, to Miss Annie B. Moulton, daughter of Dr. Alvah Moulton, a distinguished physician of Ossipee, N. H. Their only child, a son, died in infancy.

WILLARD WOODARD was born in Sandwich, Mass., December 12, 1824, and when only six weeks old his parents, Joseph and Esther (Pike) Woodard, moved to Hopkinton, Mass., where they made their permanent home. It was at the latter-named place that he received his education, spending the summer on the farm with his parents, and attending the public school, and finally the academy. He regularly learned the trade of boot-maker, working in the summer at his trade, while in the winter he taught school, sometimes teaching through the entire year. When he was twenty-two years of age he went into merchandising, opening a drug, book and grocery store at Hopkinton, and in 1856 he came to Chicago. He was employed here as the principal of the Jones School, which was at that time at the corner of Clark and Harrison streets, which was then the south school of the city, taking all the scholars south of Harrison street, on the south side. Flavel Moseley was vice-principal of the school. At a Teachers' Institute, the first one Mr. Woodard attended, forty-seven teachers were present, that being the entire number then employed, the president of the Board having informed the teachers that absence from an institute would be regarded as a resignation. Mr. Woodard remained in the schools for eight years, and resigned to become associated with George Sherwood in the publication of school books, and is at present connected with this house. In 1861, he was elected to the first ward North Ward, the strongest Republican ward in Chicago at that time to the Council, and held the position until 1871, when he was elected to the State Senate, and was a member during the first session after the new constitution was adopted. He was a member of the first City Library

Board, appointed during the Medill administration, and was appointed by Governor Cullom a member of the West Park Commissioners, and was president of the Board three years. Mr. Woodard was married in Hopkinton, Mass., in 1851, to Miss Levina J. Ellery, and has three children—Charles Sumner; Flora A., wife of William H. Garrison, an attorney of the city, and Jennie E., wife of Edward Dicker, of the firm of Mathews & Dicker, attorneys, also of Chicago.

JAMES WARD, deceased, building and supply agent for eighteen years, was born near Antrim, North Ireland, August 1, 1814. When twenty years of age, he left home, settling first at Auburn, N. Y., where he managed a farm and stone quarry until 1841, when he decided to emigrate to the West. His destination was Dubuque, Iowa, but arriving in Chicago, he concluded to remain here. He soon made the acquaintance of Philo Carpenter, and removed from the business portion of the city out into the country, to the south-east corner of Sangamon and Randolph streets, where he purchased a one-third block from his new-found friend. Having engaged in the grain and pork business, he soon was able to build a residence, which was done, being the fourth house erected upon Carpenter's Addition. About this time, he and his brother Hugh commenced to obtain a wide reputation as builders, which resulted in their erecting many substantial edifices between Halsted Street and the river. After continuing a successful partnership for eight years, his brother died. Mr. Ward served as a member of the Board of Education from 1857 until 1863, when he retired, and was appointed building and supply agent, which office he held until the time of his death, July 6, 1881. In appreciation of his valuable services rendered to the cause of education in Chicago, the "Ward School," located on Shields Avenue and Twenty-seventh Street, was named after him. Mr. Ward was three times married, his first wife being Mary E. Hickson, of Auburn, N. Y. She died in Chicago in 1855. He next married Orchestra Pier, of Syracuse, N. Y., who lived only about two years after the marriage. His third wife was Mary E. Smith, of Chicago. He had nine children—Sarah Agnes (wife of William A. Amberg, of Chicago) and Mary Etta (wife of Edward J. Ganron, of Dallas, Texas), daughters of his first wife; Frank Carpenter, Albert James, Anna Rebecca, Charles Stewart, Walter Moses, Ella C., and James Amberg, children by his last wife.

MUSIC, DRAWING AND GERMAN.—At a meeting of the Inspectors and Trustees of Common Schools held December 10, 1841, at the office of William Jones, it was agreed to introduce vocal music into the public school system. N. Gilbert, the first teacher, was soon afterward employed. After the first quarter in the year 1843, vocal music was discontinued, but was re-introduced in the fall of 1846, although not as a permanent branch. In January, 1848, Frank Lumbard was appointed teacher of vocal music, continuing in that position until December, 1853, when he was succeeded by Christopher Plagge, who resigned in March, 1854, being succeeded by J. L. Slayton, who served until July, 1856. In September of that year William Tillinghast was elected teacher of vocal music, serving until the middle of October, 1860, when the board deemed it inexpedient to continue this branch of instruction. Charles Ansonger served from November, 1863, to January, 1865, as teacher of music in the High School, and Orlando Blackman was appointed teacher for the grammar and primary schools in November, 1863, and still continues his connection with the schools in this capacity. E. E. Whittemore was appointed, in 1867, as additional teacher of vocal music. Messrs. Whittemore and Blackman graded the instruction in vocal music and brought the system into its present shape.

In 1865, the attention of the Board of Education was first called to the importance of teaching drawing in the primary grades. A trial was first made in the Brown School, and in 1867, Miss A. E. Trimmingham, teacher of drawing in the High School, commenced to give instruction to teachers at the Teachers' Institute. The superintendent, in his report for that year, pointed out the importance of employing a teacher for the grammar and primary schools. In 1869, Bartholomew's Drawing Books were adopted as text books, but in

November, 1870, the study of drawing as now taught in the public schools was discontinued. In December, however, Misses Clara F. Currier and Mary Starr were employed to give two lessons a week in each of the first six grades, the time and length of the lessons to be regulated by a programme to be drawn up under the direction of the principals of the several schools. They continued in these positions until the summer of 1872.

attendance during the session being one hundred and fifty. In January, 1863, a school was opened in the Dearborn Building, and continued until March, the average attendance of both sexes being two hundred and twenty. The school was re-opened in November, 1863, and remained in session until March, 1864. An appropriation of \$5,000, made during the fiscal year 1864-65, enabled the Board of Education to enlarge the



HAVEN-SCHOOL BUILDING.

The first experiment of introducing German into the public schools below the High School, was made in the Washington School, West Division, in October, 1865. A class was then formed, under the charge of Mrs. Pauline M. Reed. In April, 1866, she was transferred to the High School, and was succeeded by Mrs. Caroline McFee. In July, 1866, so successful had been the experiment, that the board resolved to introduce the study into the Franklin and Newberry schools, for the benefit of scholars in the North Division; into the Moseley School, for the South Division; and the Wells School, for the West. By the close of the year, seven hundred pupils were pursuing the study. It was introduced into the Cottage Grove School in May, 1868; into the Kinzie School in September, 1868; Carpenter School, January, 1869; LaSalle-street Primary School, January, 1870; into the Haven School in May, 1870; the Skinner School in September, 1870; the Scammon School, October, 1870; the Lincoln School, January, 1871; and into the Ogden School in September, 1871. At the time of the great fire, which caused a suspension of the study until the following January, there were over four thousand pupils studying German in the district schools.

EVENING SCHOOLS.—The main facts in regard to the evening schools of Chicago are gathered from the historical sketch prepared by Shepherd Johnston in 1880. The first experiment of organizing free evening schools was made during the winter of 1856, the sessions being held in West Market-Hall, on West Randolph Street, between Desplaines and Union streets, three evenings each week, under charge of Daniel S. Wentworth. The use of the hall was furnished by the city, and the services of the teachers were gratuitous. The school was opened with sixty scholars, the average

system of public evening schools, and in the fall of 1864 institutions of this character were opened in the Franklin school-building, in the North Division; in the Dearborn and Haven school-buildings, in the South Division; and in the Washington and Foster school-buildings in the West Division. The evening schools were continued each year from 1863 to 1871, when owing to the great fire they were broken up, and no appropriation was made by the Council until 1873.

SPECIAL FUNDS.—The condition of the special funds in the summer of 1871, with an account of their formation, is thus given in the report for the year ending June of that year:

Moseley Book Fund.—In 1856, a fund of \$1,000 was established by the late Flavel Moseley, the interest of which is expended in purchasing text books for indigent children attending the public schools. During the year 1867, a bequest of \$10,000 made by Mr. Moseley, less a revenue tax of \$600, was added to this fund, so that the total fund now amounts to \$10,400.

Foster Medal Fund.—In 1857, Dr. John H. Foster established a fund of \$1,000, the avails of which are expended in procuring medals and other awards of merit for the most deserving pupils attending the grammar departments of the district schools.

Jones Fund.—In 1858, William Jones established a fund of \$1,000, the interest of which is applied for the benefit of the Jones School, in procuring text books for indigent children, books of reference, maps, globes, etc.

Newberry Fund.—In 1862, Walter L. Newberry established a fund of \$1,000, the interest of which is applied for the benefit of the Newberry School, in procuring text books for indigent children, school apparatus, books for reference, etc.

Porter Telegraph College Scholarship.—In 1867, E. Payson Porter donated one life-scholarship to the graduating class of each department of the High School, annually for the period of ten years, to be awarded to the pupil in each class whose average for the year is the highest among those who have been neither absent nor tardy during the year.

Carpenter Fund.—In 1868, Philo Carpenter established a fund of \$1,000, the interest of which is to be applied for the benefit of the Carpenter School.

Holden Fund.—In 1868, Charles N. Holden placed in the hands of the secretary \$100, with instructions to draw on him annually for a similar amount, until \$1,000 are placed at the disposal of the Board, to be expended for the benefit of the Holden School as follows: Eight-tenths of the amount to be used in the purchase of text books, for deserving and needy children attending the school who are not able to supply themselves; the remaining two-tenths, together with all not expended for text books for needy children, to be used in the purchase of books for prizes.

Burr Fund.—In 1868, Jonathan Burr, in his last will and testament, proved in Probate Court February 25, 1869, after certain specific bequests to various relatives and public institutions, bequeathed one-eleventh of the balance of his property and estate to the City of Chicago, in trust, the annual income of the same to be paid over to the Board of Education, to be expended in procuring books of reference, maps, charts, illustrative apparatus and works of taste and art; and in case the City of Chicago fails to provide the necessary text books and slates for indigent children attending the public schools of the city, then the Board of Education is authorized and directed, at its discretion, to use and expend the whole or any part of said income for such purpose.

SCHOOL FINANCES.—The following comparative tables show the status of school finances for the years ending June, 1871, and June, 1872:

RECEIPTS.

	1870-71.	1871-72.
From School Tax Fund	\$366,024 89	\$303,802 53
From State Fund	41,758 19	30,484 17
From Rents and Interest	69,299 22	61,002 71
	\$477,082 30	\$395,289 41

EXPENDITURES.

	1870-71.	1871-72.
From School Tax Fund:		
For Salaries of Teachers	\$444,634 53	\$359,588 07
For Salaries of Principals	9,911 95	6,187 96
For Salaries of School Super.		
For Salaries of Teachers	102,827 21	101,072 15
For Salaries of Principals	39,014 53	12,531 77
	\$486,388 25	\$479,349 95
From State Building Fund:		
For Purchase of School Buildings	79,973 54	\$75,000 00
For Purchase of School Buildings		
For Purchase of School Buildings	154,000 00	96,886 79
	\$225,000 00	\$171,886 79

The following table explains itself:

FOR YEAR ENDING	Total Enrollment.	No. Teachers.	Paid for Tuition.	Current Expenses.
Feb. 1, 1858	10,786	81	\$ 36,079 00	\$ 45,701 00
Feb. 1, 1859	12,873	101	43,009 89	53,686 80
Feb. 1, 1860	14,199	123	49,612 43	60,630 53
Feb. 1, 1861	16,547	139	60,994 46	81,533 75
Dec. 31, 1861	16,441	160	68,607 97	86,755 32
Dec. 31, 1862	17,521	187	75,326 18	92,378 86
Dec. 31, 1863	21,188	212	88,111 56	113,305 24
Aug. 31, 1863*	29,080	240	131,034 91	176,003 12
Aug. 31, 1866	24,851	265	162,383 79	219,108 66
Aug. 31, 1867	27,260	319	227,524 97	296,672 89
July 1, 1868	29,954	401	278,133 06	352,001 80
July 1, 1869	34,740	481	350,515 43	446,786 50
July 1, 1870	38,939	557	414,655 70	527,741 60
July 1, 1871	40,832	572	444,634 53	547,401 74

ALBERT G. LANE, county superintendent of schools, was born March 15, 1841, in Galewood, Jefferson Township, Cook Co., Ill., his parents being Elisha B. and Amanda (Grannis) Lane. His father went to that locality in 1836, but moved to Chicago soon after the birth of his son, where he established himself as a carpenter. Previous to his death in February, 1884, he was connected for seventeen years with the Department of Public Buildings of the city government. Albert G. Lane received his primary education at the Scammon School (District No. 3) and afterward as a member of the first high school class. In November, 1858, he commenced his long and successful career as an educator by becoming a teacher in the Franklin School, whose territory then embraced one of the largest districts in the city. In December, 1869, he was elected superintendent of schools of the county, which position he held four years. Being defeated for reelection he took charge of Preston, Kean & Co.'s West Side Bank for four years, when, in November, 1877, he was chosen to the position which he now holds, and admirably fills. On July 18, 1878, Mr. Lane was married to Miss Frances Smallwood, an accomplished lady who had been a teacher, for ten years, in the Central High School. They have two daughters.

GEORGE HOWLAND, present superintendent of schools, is a native of Conway, Franklin Co., Mass. He is the son of William Avery Howland. His mother's maiden name was Hannah Morton. Both of his parents were natives of New England. George Howland spent his boyhood upon his father's farm, devoting his leisure to such studies as were within his reach. In course of time he entered Williston Seminary, East Hampton, and afterward Amherst College, from which he was graduated in 1850. Two years after receiving his degree as Bachelor of Arts, he returned to Amherst, and was connected with the college for five years—first as tutor and then as instructor in Latin and French. In December, 1857, he arrived in Chicago, and the following January was elected a teacher in the High School, which position he held until July, 1860, when he was elected principal. After twenty years of work, his faithfulness and ability were openly rewarded by his election to the position of superintendent of schools, in July, 1880. During the previous year he had been elected trustee of Amherst College, and was reelected in 1884. In 1881, he was appointed a member of the Illinois State Board of Education, and elected president thereof in 1883.

HISTORIES OF THE PUBLIC SCHOOLS.—*Dearborn School.*—The first permanent building for public educational purposes was erected in the spring of 1845, on the ground now occupied by the Crystal Block and Hershey Music Hall, opposite McVicker's Theater. It was known as "School No. 1" until its name was changed to the Dearborn School, in February, 1858.

"Upon the opening of the building," says Mr. Johnston, "districts Nos. 1 and 2 were consolidated into one, and were accommodated in this building; and from this time until the opening of the new building on Block No. 113, School-section Addition, afterward known as the Jones School, the reports are headed Districts 1 and 2. One year after the opening of the building there were enrolled in the school five hundred and forty-three pupils; at the end of the second year six hundred and sixty pupils; and at the end of the third year, eight hundred and sixty-four pupils. The first teachers in the school were Austin D. Sturtevant, principal,

* Eighteen months.

who had been in the employ of the city in districts Nos. 3 and 2, since October, 1840, and Misses Lucia A. Garvin and Martha Durant. Mr. Sturtevant remained in charge until August, 1840, when he resigned, and was succeeded by A. W. Ingalls, who remained in charge until his death in April, 1850. F. A. Benham was the next appointee, being followed by J. P. Brooks, who served from April, 1854, to February, 1855; Perkins Bass from February, 1855, to May, 1856; O. B. Hewitt from May, 1856, to April, 1857; George D. Broomell until November, 1863; Albert R. Sabin to July, 1865; George D. Broomell to July, 1866; Daniel S. Wentworth to July, 1867; Leslie Lewis to October, 1869; Andrew M. Brooks to January, 1870; and Alfred P. Burbank from March, 1870, to July, 1871. The Dearborn-school building was used for school purposes till the close of the school year, in June, 1871, when the lot was leased by the Common Council to Rand, McNally & Co.; and a building known as Johnson Hall, located on Wabash Avenue, near Monroe Street, was rented for the accommodation of the school at a rental of \$3,600 per annum. The Dearborn-school building was torn down during the summer of 1871. The school was continued after the summer vacation of 1871 in Johnson Hall, under the charge of Miss Alice L. Barnard, as principal, until the great fire swept over the whole territory of the Dearborn-school district, when the organization of the Dearborn School became extinct.

Kinzie School.—In March, 1845, the question of erecting a permanent building in District No. 4, North Division, was agitated, recommended by the Committee on Schools in June, and the structure completed in January, 1846. The site was on the corner of LaSalle Avenue and Ohio Street, being purchased by William B. Ogden. The size of the building was forty-five by seventy feet, two stories high. Its first principal was A. G. Wilder, who had been in charge of the school of this district since 1843, and retained his position for a period of fourteen years. In 1857, Philip Atkinson succeeded him, serving until the fall of 1858. The next principal was Benjamin D. Slocum, who served until 1862, when William J. Armstrong was chosen to the position. After remaining about four months he was succeeded by Jeremiah Slocum, who served until May, 1864, when he was transferred to the Moseley School. Ira S. Baker was Mr. Slocum's successor and remained in charge of the school until the fall of 1868. F. Hanford was principal during the school year 1868-69, and was followed by James Hannan, who continued thus to act up to the time the main building and branch were destroyed by the fire of 1871.

The branch building of the Kinzie School was authorized to be erected by the Common Council in May, 1862, and was completed during that year.

Scammon School.—The question of erecting a permanent building for the West Division was considered during the early portion of 1846. It was completed during the year, the structure being of brick and two stories in height; its location being on land belonging to the School Fund on Madison Street, east of Halsted. In October, 1861, a four-room frame building was ordered erected on what was then known as the Scammon-school lot, and completed in 1862, at a cost of about \$2,800. A. D. Sturtevant, its first principal, was succeeded, in 1854, by Daniel S. Wentworth. Mr. Wentworth served until January, 1863, when he was followed by A. H. Vanzwoll, who continued in the position until after the fire.

Jones School.—In November, 1846, an order was passed by the School Inspectors to employ a teacher in the southern portion of the First and Second districts, which was the beginning of the Jones School. Miss Alice L. Barnard taught the school in a small rented building on the northwest corner of Wabash Avenue and Twelfth Street. In September, 1848, this lot was purchased at a sale of canal lands, and the building was occupied for school purposes until the Haven school-house was built in the fall of 1862, this school being

taught during this period by Miss Barnard. Upon the opening of the Haven School, this building was removed to the corner of Clark and Harrison streets.

In November, 1849, the Jones District was made to include all the territory lying south of a line drawn east and west through the center of the blocks between Monroe and Adams streets. A building for this new district was completed during the second week in March, 1850, at a cost of \$6,795. The first principal was H. McChesney, who served until October, 1851, when he was succeeded by Isaac Clafin. He continued to act as principal until the spring of 1856, and Willard Woodard then resigned, his successor, Leander Stone, serving for about a year and a half. M. Ingalls became the next principal, and H. Belfield took charge of the school during the fall of 1865. The latter held the position until he was transferred to the new Dore School, in December, 1867. Morton Culver, the next incumbent, gave place to Norton W. Boomer in the fall of 1870. Mr. Boomer held the position at the time of the great fire, which swept the Jones from the list of public schools. The building was then valued at \$13,170, and the present fine structure, located on the corner of Harrison Street and Third Avenue, was not erected until 1873.

Washington School.—In April, 1851, the city purchased a lot on the corner of West Indiana and Sangamon streets. A building was erected during that year, a two-story brick structure, and the school was opened in January, 1852. This was then the Sixth School District. In 1862, a wooden structure was erected to accommodate the requirements of that region. In October, 1855, A. D. Sturtevant, the first principal, was succeeded by George A. Low, who served during the school year 1857-58. In December, 1858, Benjamin R. Cutter became principal, and so acted up to the time of his death, June 15, 1875. A new building was erected for the Washington School in the summer of 1871, on Morgan Street, between Erie and Ohio. This structure, four stories high, built of brick, was one of the most imposing school buildings in the city.

Sangamon-street School.—Upon the removal of the Washington School to its new quarters on Morgan Street, the old building was occupied by the Sangamon-street School, having primary grades only. Mrs. Laura D. Ayres remained as principal until the time of the fire.

Franklin School.—This house (District No. 5) was opened in January, 1852, being located on the corner of Division and Sedgwick streets. D. C. Ferguson, its first principal, served until March, 1855, after which Charles A. Dupee acted for one year, when he was elected principal of the High School, at its opening. William Drake followed him, being succeeded by Albert G. Lane in the fall of 1858. Mr. Lane was one of the first High School graduates, and continued principal of the Franklin School until November, 1869, when he was elected to the office he now holds—the superintendency of schools of Cook County.

The new Franklin building was ready for occupancy January 4, 1869, dedicatory services being held on the 8th of that month; which included addresses by A. W. Tinkham, secretary of the Board of Public Works; L. Brentano, president of the Board of Education; Judge J. A. Jameson, Elliott Anthony; J. L. Pickard, superintendent of schools; and a poem by J. Mahoney. The building was similar in construction to the Hayes School, each being four stories high, with four rooms in each story, except in the upper in which there were two classrooms and an assembly hall. The Franklin was erected

on a lot belonging to the School Fund, on the corner of Division and Sedgwick streets. In the fall of 1869, F. Hanford became principal of the Franklin School, and remained in that position until elected assistant superintendent of schools, and was followed, in October, 1870, by Albert R. Sabin.

The branch building was erected on the same lot in 1862, and was destroyed with the main structure in the great fire. The value of the property was then \$77,105.

MARGARET DOUGALL, principal of the Oak-street public school, was born in Montreal, and came with her parents, Thomas and Elizabeth (Cameron) Dougall, to Chicago, when a mere child. She received her preliminary education in the Ogden School, there winning the first scholarship medal for general excellence, and graduated from the High School in the class of 1864. Subsequent to her graduation, she began to teach at the Franklin School, and continued there until the fire of 1871 burned the building, and then went to the Lincoln School to finish the remainder of the year, with the late Mr. Hanford as principal. After the re-building of



FRANKLIN-SCHOOL RUINS.

the Franklin School, and at its opening, in November, 1872, Miss Dougall returned as head assistant for two years, and in September, 1874, she organized the Sheldon School, and became its principal. In September, 1880, she was transferred to the Oak-street School, which she organized and put in working order.

Bruton School.—In December, 1853, an order was passed to purchase a school site on Warren Avenue, between Page and Wood streets. The purchase was made, and, in February, 1855, proposals were received for the erection of a two-story wooden school-house upon the lot, which was soon afterward completed. The new two-story brick building was opened during the early portion of 1858, and was the first school building heated by steam in the city. The structure was of brick, three stories high, and cost \$25,000. The old structure, which had been used since 1855, was removed shortly after the completion of the new building to the "Wellington" lot, then known as School, No. 12, corner of Ashland Avenue and Cornelia Street, a little over one mile north. After the erection of the permanent building on the Wells school lot, in 1866, it was again removed to the "Wellington" lot, corner of Ashland and Wabash Avenues, about a mile distant, remaining in this location until after the fire. When, in February,

1858, the Board of Education commenced to designate the schools by names instead of by numbers, District No. 8 was called the "Brown School," in honor of William H. Brown, school agent and trustee of the School Fund for thirteen years, and who so unselfishly labored to establish the system of public education when it was weak and in need of fostering care. Henry M. Keith served as principal, until the close of the school year in 1859, having five assistants. Samuel H. White served from that time until September, 1868, when he was succeeded by John K. Merrill, who continued in charge until after 1871.

Foster School.—In 1855, a wooden school-house, two stories high, was erected on Union Street, between O'Brien and Dussold streets, for District No. 9, which was then but sparsely settled. Two years thereafter a brick structure was erected, to accommodate the rapidly increasing school population, the building being of brick, three stories high, and costing \$28,000. A small branch building (wood) was erected in 1862. George W. Spofford remained principal for the Foster School, as it was called in 1858, until the fall of 1870, when he was succeeded by Orville T. Bright, who served until after 1871. The Foster School was named after Dr. John H. Foster, for many years intimately connected with the public schools of Chicago, an able, benevolent and liberal gentleman. The main building of the Foster School was erected, as stated, in 1857, on Union Street near Twelfth. There still remained on the lot, the old building of 1855, in addition to the four-room structure erected in 1862. In 1864, the city purchased a frame building at the corner of Halsted and Twelfth streets, which was used for some time as a branch.

Ogden School.—In the spring of 1856, a lot was purchased on Chestnut Street, north of Chicago Avenue, and a building erected thereon during the same year. It was composed of brick, three stories high. Appleton H. Fitch acted as principal from the opening of the school until the fall of 1858, when George W. Dow was appointed. F. S. Heywood was principal from the fall of 1861 to the fall of 1870, at which time George W. Heath accepted the position. The great fire destroyed the building.

Moseley School.—The first Moseley-school building was erected in 1856, corner of Michigan Avenue and Twenty-fourth Street. It was built of brick, three stories high. Bradford Y. Averill was the first principal of the school, being succeeded in the fall of 1859 by Francis A. Benham. Samuel A. Briggs commenced his term of service in the winter of 1861, and continued as principal until May, 1864, when he was succeeded by Jeremiah Slocum. When, in June, 1870, Mr. Slocum was appointed an assistant in the High School, Samuel N. Griffith was chosen principal, and held the position at the time of the fire.

Central High School.—As has been stated in the first volume of this history, the Central High School building was completed in the fall of 1856. The school was in charge of Charles A. Dupee, who was succeeded, in September, 1860, by George Howland, his former assistant and the present superintendent of schools. Provision was made for a classical course of three years, and a normal course of two years. The combined classical and English high courses could be completed in four years. In 1860, both the classical and English courses were extended to four years and all pupils were required to take at least one language during the course. A special classical course of three years was provided in 1868 for those in preparation for college. The normal department was organized as an

independent school in 1871, and so continued until 1876, when it was again made a department of the High School. Ira Moore was principal of the normal school from October, 1856, to July, 1857, and Edward C. Delano from September, 1857, until the suspension, in June, 1877. The age required for admission previous to 1870 was thirteen years, when it was reduced to twelve years.

Branch High Schools.—In September, 1869, branch high schools or classes were formed in each division of the city: In the Franklin School, North Division, Haven School, South Division, and two in the West Division—one in the Foster-school building, and the other in the Hayes-school building. The

S. Millard

studies of the first year of the high school course were taken up in these classes, after which, if they desired to continue the course, the pupils attended the central building. This arrangement continued until 1875, when the Division High Schools were established, with a two years' course.

The Newberry-school building was erected in 1858. It is located at the corner of Orchard and Willow streets, on ground purchased of Walter L. Newberry. It contains twenty-three rooms, including an assembly hall, and has sittings for one thousand four hundred and forty pupils. The immediate predecessor of the Newberry School was known as the "Branch of School No. 5," or "Branch of the Franklin." This was located in a mission-church building on Larrabee Street near North Avenue, and closed in December, 1858, with one hundred and eighteen pupils. Miss Hooke is at present the head-assistant of the Newberry School, having been appointed to this position in 1862. The Newberry School was organized in January, 1859, by Miss Emma Hooke, assisted by Misses Ellen J. Stevens and Ellen V. Lamb. After the first two or three days, John Atwater engaged in the school as a substitute for the principal, who was detained by the death of a son. After about one week, the first principal, Curtis C. Meserve, of Rochester, N. Y., assumed charge, and continued in this relation until July, 1865. He afterward engaged in the real estate business, and was a member of the Board of Education from 1868 to 1872. In September, 1865, the second principal, Albert R. Sabin, began his work, which remained in his charge until October, 1870, when he became principal of the Franklin School. In October, 1870, the third and present principal, Corydon G. Stowell, was transferred to this school from what was then known as the Larrabee-street School, and later as the Lincoln School, of which he was appointed the first principal in September, 1870. The sessions of the Newberry School were interrupted by the great fire of October 8 and 9, 1871. The membership at the close of September, 1871, was nine hundred and seventy-one pupils. On Tuesday, October 10, the school building, situated on the very border of the fire limits on the northwest, was opened as a hospital and supply depot for sufferers by the fire, with the principal in charge. About six hundred persons were sheltered there on the night of October 10, and for several days following thousands were furnished with provisions, supplied through the Chicago Relief and Aid Society. On October 13, about four hundred

and twenty-five persons were lodged in the building. The North Chicago Free Dispensary was opened in the school-house during its use for relief purposes. The number of occupants gradually diminished, so that in the second week in November those remaining were removed to the relief barracks, erected near the corner of North Avenue and North Halsted Street. One birth and one death occurred in the school building during its use as a hospital. On November 13, the school was re-opened with five hundred and seventy-five pupils. Many who had saved their text books from the fire donated such as they did not need to the Newberry Fund Library, for the use of the pupils who needed them. Complete school records were not resumed until December, 1871, at the close of which month there were one thousand and sixty-six in attendance. Since that time the greatest membership has been one thousand five hundred and twenty-two, in October, 1872, and the least one thousand one hundred and fifteen, in December, 1875. The "Newberry Fund" of one thousand dollars was given to the city for the benefit of this school, April 7, 1862, by Walter L. Newberry, Esq. The income from the investment of this fund has been applied to the purchase of text books, maps, charts, apparatus, and a general library. The latter now contains two hundred and ninety-one volumes. The Newberry Magazine Club was organized by the teachers in 1872, to provide such magazines and papers as seemed desirable for professional and juvenile reading. They still sustain this undertaking, and their efforts have been supplemented by limited appropriations from the Newberry Fund. The building was heated by stoves until 1873, when steam-heating apparatus was provided. Evening schools were conducted at the Newberry building during the greater part of the fall terms of 1873-75 and 1877-78. The Nickersonville Branch of the Newberry was opened in September, 1867, in charge of Miss Mary A. C. Smith. When the Lincoln School was opened in September, 1870, this became a branch of that school. Of the twenty-seven teachers now connected with the Newberry (two absent on leave), one has been in this school twenty years; one, thirteen; two, nine; two, eight; one, seven; two, six; three, five; one, four; two, three; six, two; two, one; and four less than one year—the average time being nearly four and three-fourths years. From the organization of this school to June, 1879, inclusive, there were one hundred and twenty-nine different teachers, and two hundred and twenty-eight pupils admitted from its highest grade to the high school.

ALBERT ROBBINS SABIN, principal of the Franklin public school, son of E. S. and Sophia (Hall) Sabin, was born at Saxton's River, Windham Co., Vt., September 30, 1837. He was educated at Middlebury College, Vt., and finished his studies in 1862, taking the honorary degrees of A. B. and A. M. In September, 1862, he came to Chicago, and on November 9, 1863, commenced to teach at the old Dearborn School (then opposite McKivier's Theatre) where he remained two years. He next held the position of principal of the Newberry School for five years, and was appointed to the Franklin School in 1869. In the fire of 1871, the school building was burned, and for the remainder of the scholastic year Mr. Sabin taught in the Douglas School. During the following two years he was teacher of classics in the High School under Mr. Howland, the present superintendent of city schools, and for the next five years was principal of the Lake Forest Academy, a preparatory school for boys. During the following two years, Mr. Sabin was professor at Lake Forest University, was then superintendent of schools in Lake County for four years, and at the expiration of that time he returned to Chicago and became principal of the Kinzie School, succeeding James Hannan. After the death of Norton W. Boomer, Mr. Sabin was transferred to his present position. Mr. Sabin was married in Vermont, July 11, 1862, to Miss Mary Barber, of Middlebury, Vt. He has one son, Stuart B., who is preparing to enter the Williams College next fall.

In the summer of 1862, Mr. Sabin patriotically responded to the call for volunteers in defense of the Union, by raising a company in Addison Co., Vt., which became a part of the 9th Vermont Infantry Volunteers. The regiment was captured at Harper's Ferry under Colonel Miles, and, the whole garrison being paroled, was sent to Annapolis, Md., and from there ordered to Kansas to fight against the Indians, who were on the war path. The regiment came to Chicago, and was there mustered out, as the Indians were subdued, and at Camp Douglas Mr. Sabin resigned his commission as captain and returned to private life, settling in Chicago. Mr. Sabin belongs to the Masonic Order, and is a member of the National and State Teachers' associations and of the Chicago Institute of Education.

Skinner School.—In 1859, a brick structure, four stories in height, with wing, was erected at the corner of Aberdeen and Jackson streets. It was named in honor of Hon. Mark Skinner, and was built upon the same plan as the Newberry. A. N. Merriman served as principal until the fall of 1869, when he was succeeded by Ira S. Baker, who continued until after the fire.

Haven School.—This building, named in honor of Luther Haven, was dedicated September 20, 1862. Rev. W. H. Ryder presided at the dedicatory exercises, addresses being delivered by Mr. Haven, James Ward, chairman of the Committee on Buildings and Grounds; S. S. Hayes, city comptroller; Newton Bateman, superintendent of public instruction; James J. Noble, principal of the school; and City Superintendent Wells. The building, on Wabash Avenue, south of Twelfth, was three stories high, with basement and attic, heated by steam and furnished with modern improvements. Mr. Noble was succeeded by George D. Broomell in the fall of 1866. Mr. Broomell, whose name has been previously mentioned in connection with the Dearborn School, served until September, 1869, when he was elected the virtual first assistant-superintendent of public schools, although the office had not yet been legally created. Leslie Lewis, who had followed Mr. Broomell as principal of the Dearborn School, now succeeded him as principal of the Haven School, and continued in that position until after 1871.

School Number Twelve.—This building, situated on the corner of Reuben and Cornelia streets, was removed from the Brown-school (District No. 8) lot, upon the opening of the new building, was a wooden structure, two stories high, and contained two rooms. Its first principal was Eugene L. Aiken. Two branches in the vicinity were opened previous to the erection of the present imposing structure known as the Wells School. Morton Culver succeeded Mr. Aiken. Rebecca C. Gosselin was principal of the Reuben-street branch. Upon the opening of the new sixteen-room building erected on this lot, the frame building was again removed still further north, to the Burr-school (first known as the Rolling Mill School lot, corner of Ashland and Waubansia avenues).

Wells School.—The ground for this building, named after William H. Wells, for eight years the faithful and able superintendent of Public Schools, was broken August 1, 1862, and the building dedicated with appropriate ceremonies September 14, 1866. It stood in the center of a plot of ground of forty-five thousand square feet in extent, fronting east on Reuben Street, now known as Ashland Avenue, and extending south on Cornelia. The structure was four stories high, exclusive of basement, and was of brick, at a cost of \$37,000. At the dedicatory exercises the chair was occupied by the president of the Board of Education, C. N. Holden. J. G. Gindele, of the Board of Public Works, delivered the keys to Mayor Rice, who, in turn, transferred them

C. N. Holden. They passed from Mr. Holden's hands to those of Jeremiah Mahoney, principal of the school. Addresses were also delivered by John C. Dore, first superintendent of public schools; William H. Wells, the second, and J. L. Pickard, the then incumbent; also by

William Wells.

CAPTAIN WILLIAM WELLS.

Willard Woodard, chairman of the Committee on Schools of the Common Council; C. C. P. Holden, chairman of the Finance Committee; ex-City Comptroller S. S. Hayes; and Dr. W. H. Ryder, chairman of Committee on Dedication. Mr. Mahoney continued to act as principal during all the period covered by this volume.

South Chicago School.—By legislative enactment of February 13, 1863, the limits of the city were extended so as to take in the South Chicago, Bridgeport and Holstein schools, the number of pupils enrolled in these schools, at this time, being three hundred and ninety-seven. The South Chicago school occupied a small frame building, located on Douglas Avenue, near South Park Avenue. Upon the opening of the Cottage Grove-school building, in 1867, it was removed to Twenty-sixth Street, near Wentworth Avenue, and served as a branch of the Moseley School till the opening of the Ward-school building in 1875, when the building was sold. Rodney Welch acted as principal until the fall of 1865, when he was succeeded by J. H. Broomell, who took charge of the Cottage Grove School upon the opening in January, 1867. The South Chicago School was merged into the latter.

Cottage Grove School.—This building, located on Douglas Avenue, near Cottage Grove, was erected in the fall of 1866, being first occupied January 2, 1867. It was pleasantly situated in the center of extensive grounds, shaded by native forest trees. The building was of wood, costing about \$24,000. James H. Broomell was its first principal, and so remained until the spring of 1877.

Holstein School.—By the extension of the city limits in 1863, the Holstein School, on Cortland Street near Henshaw, became one of the public schools. One room was added in 1867. Mary E. Lyon, Miriam S. Sherman, and Eliza Lundergreen were successively principals of the school.

The Elizabeth-street Primary School was opened January 2, 1867, and located on Lake Street, corner of Elizabeth. Sarah E. Osgood was principal until the fall of 1869, when Hattie N. Winchell assumed the responsibilities. She is still principal.

Pearson-street Primary School.—This school was opened January 2, 1867, and located at the corner of Pearson and Market streets. The building was destroyed in the great fire of 1871, the property being then valued at over \$16,000. Flora J. Parish served as principal up to the fall of 1869, and Mary J. Synon up to the time the school was swept away.

The Walsh-street Primary School, of the same size and internal arrangement as the Cottage Grove, was opened May 6, 1867. It was located on Twentieth Street, corner of Johnson. Frank B. Williams, its first principal, was succeeded in the fall of 1868 by Mary E. S. Brown, who served until after 1871.

MARY ELEANOR SPENCER BROWN RICE, principal of the Walsh Public School, was born in Stephentown, Rensselaer Co.,

N. Y., April 8, 1843, and is the daughter of Roswell Darling and Eleanor (Carr) Brown. Her father's ancestors came from Scotland in the middle of the eighteenth century, and settled in New York, and her mother's from England in the first half of the seventeenth century, locating in Massachusetts. In 1845, her parents removed to Joliet, Ill., where she was educated. After a thorough training in all departments of the schools of that city, she graduated from the High School in July, 1859, and began teaching during the same year, in the graded schools of that place, holding responsible positions in the primary and grammar departments for about eight years. In 1867, she went to Warsaw, Ill., and taught one year in the High School there. She came to Chicago in October, 1868, and was appointed assistant at the Walsh (then a grammar school), and in the January following, became principal of the same. In April, 1869, at the general examination of grammar schools, the Walsh ranked first in the city, the class winning the honor, being the one Mrs. Rice had taught exclusively for seven months. In the spring examination of 1870, this school stood No. 4. At the examination for papers to be sent to the Vienna Exposition in 1873, it ranked second in the city. After the fire of October, 1871, Mrs. Rice was the only principal who generously gave up her position to a principal of a burned-out school; but as soon as a vacancy occurred, she was recalled to her former place. When Mrs. Rice was first placed at the head of the Walsh School, it consisted of a two-story wooden structure and a branch, having ten divisions and eleven teachers, including herself; now there are two twelve-room buildings and twenty-seven teachers, including the principal. Mrs. Rice was married in Joliet, May 29, 1882, to Dr. N. B. Rice, of Chicago.

The Dore School.—This building, on Harrison Street, near Halsted, was named after John C. Dore, first city superintendent of schools. It was constructed upon the plan of the Wells and Holden school-houses, being of brick, four stories high. The structure was completed in December, 1867, and dedicated January 4, 1868. President Clarke presided, and various addresses were delivered, among others one by Mr. Dore himself. Jeremiah Mahoney, principal of the Wells School, also read an ode address to public school teachers, one verse of which is here produced, as being peculiarly charged with good sense:—

"Three trades are game for every critic fool:
Religion, politics, and teaching school.
All other callings are by calm behest
Explained by those who understand them best;
But every wordy, theoretic leech
Can show you how to vote and preach and teach."

H. H. Belfield remained principal of the Dore until after 1871, having been transferred from the Jones School.

Rolling Mill Primary.—During the year 1867, the original No. Twelve-school building was moved from the corner of Reuben Street and Waubansia Avenue. This structure first did service on the prairies west of Union Park in 1855, upon ground occupied by the Brown School. A wooden addition was made the next year; Sarah O. Babcock was principal until 1871. Both buildings were subsequently removed to the Wicker Park-school lot.

Elm-street Primary School was built in 1868, on the corner of Rush and Elm streets, and opened on the 5th of September. It was of wood, two stories high, built upon the same plan as the Cottage Grove-school house, and cost nearly \$20,000. Lizzie C. Rust, Annie E. Young and Sarah N. Smith were the principals during the succeeding three years. The building was destroyed in the great fire.

Bridgeport School.—As previously stated, the Bridgeport School was one of those absorbed by the city upon the extension of its corporate limits in 1863, and was situated on the corner of Archer Avenue and Fuller Street. This building was enlarged during the fall of that year by the addition of two rooms on what is now the front of the building. In the summer of 1864 it was again increased in size by the addition of two rooms

in the rear of the building. Charles F. Babcock was principal.

The Holden School, located on Deering Street, corner of Thirty-first, was erected in 1868, being dedicated on May 2 of that year. It was named in honor of Charles N. Holden. The building was a four-story brick structure and cost over \$70,000. Charles F. Babcock, its principal, served until after the fire.

CHARLES FERDINAND BABCOCK, the principal of the Holden School, was born in Sherborn, Mass., September 8, 1836, and is the son of Malachi and Sarah Babcock. He received his primary education at the academy in Leicester, Mass., and then attended Captain Alden Partridge's military school, at Brandywine Springs, Del. Having finished his course of study there, he was employed on a branch of the Chicago & Alton Railroad until December, 1855, when he moved to the great West and became an assistant engineer on the Racine & Mississippi Railway, where he remained for some time, next becoming connected in the same capacity with the Joliet & Chicago Railroad Company. He began teaching in the public schools of Chicago in 1862, having been appointed at that time to the position which he now so meritoriously fills. Mr. Babcock was married in 1860, to Miss Helen Marr, of Chicago. He is a member of Richard Cole Lodge, No. 697, A. F. & A. M., and of Washington Chapter, No. 43, R. A. M.

The Hayes School, so called in honor of Samuel S. Hayes, was built in 1868, at a cost of over \$70,000, and was situated on Leavitt Street, between Walnut and Fulton. The building, a brick structure, was four stories high, and modeled after the Holden-school house. A. N. Merriman, the present incumbent, was principal, being transferred from the Skinner School. The dedicatory services occurred on September 25, addresses being delivered by General J. McArthur, of the Board of Public Works; S. A. Briggs, vice-president of the Board of Education; Alderman C. C. P. Holden, Rev. Robert Collyer, S. S. Hayes and Alderman Willard Woodard.

The Carpenter School, named after Philo Carpenter, and erected in 1868, was four stories in height, and, in the money of those times, cost over \$75,000. The lot had a frontage of two hundred and thirteen feet on Centre Avenue, and ran back on Second Street for a distance of two hundred and five feet. Alfred Kirk was the first principal of the school and remained in that position until after 1871.

Wentworth-avenue Primary School was opened September 5, 1868, the building being a two-story structure erected at a cost of nearly \$20,000. Mary E. Reed acted as principal for several years after its establishment.

Cicero Primary School was opened in 1869, when the corporate limits were extended west. Its principals, while it was under city control, were Lydia C. Avery and Nancy A. Helm. The building was located on Warren Avenue, fronting the railroad track, and the school was closed in December, 1870. Its pupils were transferred to the Hayes School.

The Clarke School was completed January 1, 1869, and opened on the 17th of January. Addresses were delivered by R. M. Guilford, a member of the Board and of the Committee on Schools; Alderman Woodard; W. H. Carter, of the Board of Public Works; E. F. Runyan; J. L. Pickard, superintendent of schools; and by George C. Clarke; and a dedicatory poem was read by George Howland, principal of the High School. Frank B. Williams, its first principal, continued to act in such capacity until after the fire. He is now principal of the Marquette School.

FRANK BENTON WILLIAMS, principal of the Marquette School, was born in Chelsea, Vt., on his grandfather's farm (the well-known Elisha Williams' place, on the East Hill), February 3, 1837; and is the son of David P. and Dolly (Alexander) Williams. When twelve years of age his father died, and the family moved to Tunbridge, Vt., where Frank continued to work on a farm during the

summer, and attended school in the winter. When about fourteen, he was bound out to a brother-in-law, until he should become of age, but being a proud-spirited boy he concluded henceforth to depend on himself, so broke his bonds and started out in life. He continued to work on a farm and attend school until eighteen, when he began to teach a school in Tunbridge. The following three years he was a student in the Thetford and Chelsea academies. He then went to the Kimball Union Academy at Meriden, N. H., and graduated in 1859. Having resolved to go west and read law, he changed his mind, went to Greenfield, in Southern Missouri, and opened an academy, which he taught for three years with success, and was then offered a school in Palmyra, Walworth Co., Wis., which he accepted and taught for two years. Thence he went to Madison, Wis., organized and conducted the high school for one year, during which time he wrote a history of the Madison schools. In 1866, he came to Chicago to accept the principalship of the Walsh School, and, having succeeded as an instructor and disciplinarian, the Board of Education took cognizance of his qualifications and transferred him to the Clarke School, one of the best in the city. Here he taught for twelve years, raising it to a high standard of excellence, in fact, it was the models school of the city. After teaching so long, he intimated to the Board of Education a desire to see the old world, for the purpose of recreation and to study the educational systems of the different schools in the countries he might visit. He was relieved from the Clarke, and engaged to organize the Marquette School, then in course of construction, virtually being retained in the employ of the Board while granted a leave of absence. He traveled in Ireland, Scotland, England, and on the continent, visiting the schools and laying up a fund of information of which he has since made practical use. After an absence of five months, he returned and organized the Marquette School, and now has its management. This is also a model school, and the pride of the West Side. To his ideas, well and faithfully executed, under his skillful direction, is due the marked success of this school. Mr. Williams was the prime mover in organizing the society of the Sons of Vermont in Chicago, and has been among the foremost in making the association a success, acting as secretary and in other official positions.

North Branch Primary School was opened January 4, 1869, in the building known as the North Star Mission, on Division Street, corner of Sedgwick. In 1870, the location was changed to Vedder Street, east of Halsted, and the next year it was swept away by the great fire. F. Emma Coss had charge of the school at the time of its destruction.

The West Fourteenth-street School, formerly known as the Mitchell-street Primary, was opened in November, 1869, being located on Mitchell Street, between Union and Jefferson streets. Its principal was Miss Tammie E. Flowers, who previously had charge of the DeKoven-street Primary. She continued at the head of the West Fourteenth-street School until after the period covered by this volume.

LaSalle-street Primary School was located on Clark Street, near North Avenue, and opened in November, 1869. Elizabeth C. Rust acted as principal until the building was destroyed by the great fire. Its value was then placed at \$32,650.

The Third-avenue Primary School was organized February 28, 1870. The building was located on Third Avenue, near Twelfth Street. Mary J. Dewey, the first principal, still continues in charge of the school.

The Lincoln-school building was erected in September, 1870, on Lincoln Street, between Belden and Fullerton avenues. The structure was of brick, three stories high, eighty-two by seventy-six feet, with a wing sixty by fifty-two feet. Corydon G. Stowell was principal of the school about one month, when he was transferred to the Newberry School. Miss Maria H. Haven, his successor, held the position until after the fire.

Douglas School.—The building was erected in 1870, being located on the corner of Forest Avenue and Thirty-second Street. The structure was of brick, three stories in height, eighty-two by seventy-six feet, with wing sixty by fifty-two feet. Its first principal, N. C. Twining, served until June, 1871, when he was suc-

ceeded by Alfred P. Burbank, the famous elocutionist. Mr. Burbank held the position until 1873, when he resigned, to pursue his specialty.

Deaf Mute School.—In September, 1870, the first step was taken toward the establishment of a school for the instruction of deaf mutes in the city, at which time the use of a room in the LaSalle-street Primary-school building on North Clark Street, opposite Lincoln Park, was obtained for this purpose. This class was afterward removed to the new Franklin-school building, and then to a room occupied as one of the offices of the Board of Education, where it remained until the great fire of 1871.

THE GREAT FIRE destroyed ten school buildings owned by the city, one in the South Division (Jones), and nine in the North Division, leaving but two structures devoted to public education in the latter section—the Newberry and Lincoln. The following figures show the extent of the calamity, setting forth the value of property destroyed: "Jones," corner Clark and Harrison streets, \$13,170; "Kinzie," corner of Ohio and LaSalle streets, \$21,390; "Franklin," corner Division and Sedgwick streets, \$77,195; "Ogden," Chestnut Street, between State and Dearborn streets, \$39,675; Pearson-street Primary, corner of State and Elm streets, \$16,750; LaSalle-street Primary, Clark Street near North Avenue, \$32,650; North Branch Primary, Vedder Street near Halsted, \$32,000. Total, \$249,780. The schools were closed for two weeks after the fire, re-opening October 23; and inasmuch as the number of teachers employed was largely in excess of the rooms to which to assign them, they were divided into four classes: First, those who were burned out and were homeless; second, those who had parents or younger members of the family dependent upon them for support; third, those who had to depend upon their own earnings for a livelihood; and fourth, those who had friends or relatives who could provide for them for the present.

Josiah H. Pickard, superintendent of schools, who succeeded Mr. Wells in September, 1864, gives the following account of the fire as it affected the workings of his department:

"Upon the evening of Saturday, October 7, 1871, the key to the office of the Board of Education was turned as usual, and rooms, admirably adapted to the several uses of the Board, newly and neatly fitted up, were locked against intruders. These rooms contained a full supply of blanks for the year; a large number of class books and registers; nearly two thousand copies of our Course of Instruction; full files of state and city reports upon education, gathered during many years; a good supply of copies of the several reports of our own schools; the nucleus of a school library for which provision had just been made; manuscript records of the proceedings of the Board of Education from its origin; minute records of examination of teachers for seven years preceding, and partial records of other examinations covering a period of fifteen years; all the papers written by teachers and pupils at the regular examinations, except those for admission to the High School; files of all questions used for examination of both teachers and pupils; files of an extensive correspondence; copies of monthly and annual reports from the several schools of the city; and a few copies of the report for 1870-71, to the preparation of which the long vacation had been devoted. At the usual time for opening the schools on Monday morning, nothing of all these remained save a mass of smoking ruins and one safe, in which were preserved, in recognizable form, the records of the proceedings of the Board. The same intruder, against whose entrance locks and bolts availed nothing, had sought at the bindery the full edition of our annual report, and the printed account of our year's work was entirely destroyed, with the exception of a very few copies that had been taken home by members of the Board and the principals of the schools who were at the rooms upon Saturday afternoon. Before ten o'clock of Monday evening, fifteen buildings used for school purposes, with reference books, and all the books belonging to the children, had been consumed. Of these buildings, ten were owned

by the city and five were rented. Of the buildings owned by the city, five were comparatively new, two were erected about thirteen years before, and three were among the oldest school structures of the city. The fourteen school buildings furnished accommodations for about ten thousand pupils, nearly one-third of our entire enrollment. One hundred and thirty-five teachers were employed in the buildings destroyed. During the afternoon of Monday, while one hundred thousand people were fleeing before the devouring element, many of them without hope of shelter even, the president of the Board of Education promptly ordered the opening of all the school-houses of the city, and thousands of people upon the prairies about the city were visited, and invited to take shelter therein. During almost the entire Monday, some of our lady teachers, with their friends, sought safety, from the clouds of hot smoke filled with burning cinders, in the waters of the lake. Standing in the water, and using a covering of wet waterproofs, they saved their persons and the clothing they wore from destruction. Tuesday morning dawned upon the most perfect desolation. The school buildings were thronged with homeless, and well-nigh hopeless, people. In the school-rooms, the corridors and dressing-rooms, families had settled themselves with what little had been saved from the fire. One house furnished quarters for more than six hundred people; several others, for scarcely less numbers. For a little time, we were stupefied; but the conviction that the things which remained must be strengthened, and that, if possible, the city must be spared the demoralization which would follow even a temporary closing of our schools, together with the thought that now, more than ever, parents needed such aid in the care of their children as the schools could furnish, urged upon us the necessity of immediate action. Temporary quarters were secured for the use of the Board, and the teachers were called together upon the afternoon of Thursday. Bank vaults were as yet too deeply buried in hot debris to reveal the condition of the city deposits. Whether a single dollar remained for public purposes was not yet determined. In the midst of this uncertainty, the teachers nobly tendered their services to the city for such pay as the city might find herself able to give. Since all could not be employed, many cheerfully relinquished their claims to positions in favor of others who might be more unfortunate than themselves. Immediately upon this action of the teachers, the Board of Education resolved to open the schools at the earliest practicable moment.

TEACHERS' INSTITUTE.—In December, 1850, the Common Council passed an ordinance making it the duty of the teachers of the public schools to meet on Saturdays and hold a teachers' institute, under the direction of the school inspectors, and by a rule of the Board they were required to meet on the first, second and third Saturdays in each month, and remain in session not less than two hours at each meeting. In October, 1852, it was resolved to hold the meetings on the first and third Saturdays of each month, and, in 1856, they were reduced to one a month. At first the meetings of the institute were held in school No. 1, opposite the present site of McVicker's Theatre, and, as stated, under the direction of the Board of School Inspectors. In May, 1854, John C. Dore, Chicago's first superintendent of public schools, took charge of it, and, when the high school was completed in the summer of 1856, the place of meeting was transferred to that building. Mr. Dore had, in the meantime, resigned his position, and William H. Wells was chosen his successor. The exercises at the teachers' institute consisted of instruction in the branches of education taught in the public schools, discussions and exhibitions of model classes of pupils, taken alternately from the primary and grammar schools. These meetings were not only productive of mutual improvement, but afforded an opportunity for the superintendent to communicate freely with the teachers on all matters of general educational interest. The teachers themselves became better acquainted with one another, and, all in all, the institute has been the means of welding into more compact shape the public school system of Chicago. By 1862, the teachers had so increased in numbers, that Superintendent Wells adopted the plan of having general exercises, which would benefit all, during the first of the forenoon, and dividing the institute into five sections, during the last hour, for drill exercises, and

discussions adapted to the wants of the several grade teachers; and although the management of the institute had always been left by the Board in his hands, it was his uniform practice to invite a committee of the teachers to aid him in arranging the successive programmes of exercises, and thus giving to the institute, except in the matter of attendance, much of the freedom of a voluntary association. To give an idea of the increase in the attendance of the institute for the twelve years, during which it had already been in existence, it may be stated that when first organized, in 1850, the membership was twenty-four, while at this time it was over one hundred and seventy-five, with an attendance of about one hundred. In 1867, the attendance had increased to one hundred and seventy-five. Different topics were taken up and treated, the teachers gathering in sections corresponding in number to the number of grades. In 1868, the average attendance at every institute was two hundred and thirty-nine, and the meetings had become so instructive and popular that it was found necessary to hold gatherings at other localities. During the year 1869, five institutes were held at Crosby Music Hall. In 1870, the lack of a suitable hall was felt more than ever, and for three months of the school year the teachers met in their respective divisions of the city. During the winter a series of lectures were given at Farwell Hall by Edmund Andrews, M.D., Col. J. W. Foster, J. V. Z. Blaney, M.D., W. H. Ryder, D.D., Rev. David Swing, and Major J. W. Powell, for the benefit of the institute. The condition of this valuable annex to the public school system, in June, 1871, is thus described by Josiah L. Pickard, then superintendent of schools:

"At no time since the organization of this institute, until the past year, have we failed to bring together, for at least half the sessions, all the teachers of the city. Having no hall large enough to accommodate all, we have during the past year met in different parts of the city. The teachers of the West Division have met at the Skinner-school building. Those of the North and South divisions have met alternately at the Haven and the Franklin school buildings. No outside help, with one or two exceptions, has been called in, but the exercises have been conducted within ourselves."

The number present at every institute was four hundred and one teachers.

PRIVATE SCHOOLS.

The following list of private schools and teachers in Chicago, during the years 1857-71, has been prepared with much care, and is believed to be both complete and accurate. Recourse has been had to the directories of the period, and the information obtained from them supplemented and in some instances corrected by that derived from private sources. Great pains has been taken to avoid duplication of any school under another name, and changes in title have been noticed under that of the earliest date. In the majority of cases, the names of teachers could not be obtained; and in many instances where the names have been given, the name published may not be the one most familiar to some reader who may have attended any given school "in the days of his youth." Not a few of the residents of Chicago, however, may here find information which will awaken pleasant reminiscences of school-boy days that have long slumbered.

PRIVATE SCHOOLS AND TEACHERS IN CHICAGO, FROM 1857-71.

Academy of St. Agatha, Michigan Avenue, between Twenty-fifth and Twenty-sixth streets, 1871; Academy of St. Francis Xavier (Sisters of Mercy), Mother Frances de Sales, superioress, No. 135 Wabash Avenue, 1861-1871; Academy of the Christian Brothers, No. 99 VanBuren Street, 1866-1871; Academy of the Holy Name, Nos. 295 and 297 Huron Street (Sisters of Charity),

1858-1871; Academy of the Sacred Heart, West Taylor Street, corner Lytle, 1869-1871; Adler, Liebman, corner Adams and Wells streets, 1863; Adler, Alex., No. 191 Wells Street, 1864; Atwater, J., No. 100 State Street, 1859 (evening school).

Bain, Alexander, North Carpenter Street, near Holland, 1859-1860; Barker, Mrs. Alice, No. 819 Prairie Avenue, 1868 (afterward Prairie Avenue Seminary); Barry, Garrett, No. 168 North Clark Street, 1860; Barry, G. and W., No. 168 North Clark Street, 1861-1865; Becker, Eliza, Chicago Avenue, corner Sedgwick Street, 1861; Belcke, C. J., Nos. 23 and 25 Morgan Block, Clark Street, 1868, No. 144 White Street, 1871; Belcke and Fisk, Uhlich's Block, North Clark Street, 1867; Berteau, Felix G., No. 108 Cass Street, 1862; Bethany Mission School (Swedish), conducted by Union Park Congregational Church, between Paulina Street and Ashland Avenue, 1868-1871; Bethel Seminary, Erie Street, between North Wells and Franklin streets, 1861; Bohemian Catholic School, rear of St. Wenhurst's Church, 1868-1871; Brierly, Mrs. J. F., No. 311 North Wells Street, 1864-1865; Bruce, Thaddeus W., No. 82 VanBuren Street, 1860-1862; Burnas, Jennie, No. 100 State Street, 1859; Burr's Industrial Schools, Miss M. Rapley, principal, No. 359 Third Avenue, 1869-1870; Mrs. E. S. Mack, principal, No. 335 Third Avenue, 1871.

Campbell, Ann McGill, No. 152 West Adams Street, 1865-1868, No. 4 South May Street, 1869, 170 Eighteenth Street, 1871; Carlstadt, Charles, No. 85 Chicago Avenue, 1871; Catholic Industrial School, Nos. 703 to 707 Archer Avenue, 1868; Chicago Academy, No. 218 Wabash Avenue, 1862-1869, No. 11 Eighteenth Street, 1871; Chicago Seminary for Young Ladies, No. 180 Cass Street, 1863, No. 112 Cass Street, 1864-1866; Cohen, Rev. Dr. Isaac R., No. 147 South Wells Street, 1859; Condon, Maurice S., Sherman Street, near Polk, 1860-1862; Convent of the Sisters of the Holy Cross, Cass Street, near Chicago Avenue, 1858; Cook, Melvina, No. 38 Third Avenue, 1861; Cottage Grove Seminary, No. 180 Cass Street, 1861-1862; Indiana Avenue, between Ringgold Place and Palo Alto Street, 1863-1865.

Daggett, Gertrude, No. 136 North Carpenter Street, 1862; Dancer, Emeline, Clinton Street, between Harrison and Van Buren streets, 1864-1865; Davis, Myra D., West Van Buren Street, corner Peoria, 1861, Taylor Street, between Clark and Buffalo, 1862; Dearborn Seminary, Z. Grover, principal, Nos. 79 and 81 Wabash Avenue, 1860-1871; Dwight, Mary A., Wabash Avenue, corner Harrison Street, 1861; Dyhrenfurth Classical College and Young Ladies' Seminary, Julius Dyhrenfurth, principal, Nos. 120 to 124 Randolph Street, 1870; Dyhrenfurth Commercial College, Nos. 116 and 118 Randolph Street, 1870; Dyhrenfurth Educational and High School, Nos. 122 and 124 Randolph Street, 1871; Dyhrenfurth, Julius, Nos. 116 and 118 Randolph Street, 1868.

English and German Private School, No. 102 and 104 Van Buren Street, 1869; English and German School, Miss Rein Bianca, principal, No. 800 North Wells Street, 1871; Evangelical German Lutheran School, Kossuth Street, corner Hanover, 1871; Evangelical Lutheran St. Paul's School, Christian Locke, principal, No. 208 Noble Street, 1867; Evangelical Lutheran School of North Chicago, Halsted Street, near Burling, 1861.

First German Evangelical Lutheran Immanuel School, West Taylor Street, corner Brown, 1869-1871; First Reform German School, Desplaines Street, between Harrison and Van Buren streets, 1869-1871; Fischer, George Henry (German), No. 127 Indiana Street, 1864-1865; Fisher's School, Superior Street, corner Franklin, 1867; Ford, Mrs. Frances M., Asylum Place, between Hurlbut and Sedgwick streets, 1871; Fricke, Henry, Union Street, southwest corner Carroll, 1867-1870.

Garfield, Mary R., No. 16 Wapansaw Avenue, 1871; Gauske, William, corner Paulina and Twenty-first streets, 1871; Gebhardt, Ferdinand, Willow Street, near North Halsted, 1862; German and English Select School, No. 248 Cottage Grove Avenue, 1867; German and English School, William C. Fricke, principal, No. 511 Clybourn Avenue, 1871; German and English School, No. 84 North Union Street, 1871; German and Evangelical Lutheran Schools, under charge of Rev. Henry Wunder: First School (St. Paul's), basement of church, Superior Street, corner Franklin, H. Fischer, principal, 1867-1871; Second School (St. John's), Christian Locke, principal, Noble Street, between Chicago Avenue and Carroll Street, 1869-1871; Third School (St. Jacob's), Charles Lanfer, principal, Willow Street, corner Burling, 1869-1871; German Evangelical Lutheran School (parochial school of St. John's Church), Fulton Street, corner Hoyne, 1871; German Lutheran School, English Street, corner Union, 1865; German Lutheran School, corner Willow and Burling streets, 1868-1869; German Methodist Day School, Samuel West, teacher, No. 51 Clybourn Avenue, 1867; German School, Mann Street, Bridgeport, 1868;

* Formerly conducted by St. Paul's as a private school.

* Formerly conducted by St. Louis as a private school, under the name of the Evangelical Lutheran School. See a record.

* During 1868 and 1869, this school was known as the German Lutheran School.

German School, H. Hubert, principal, No. 227 West Twenty-first Street, 1869-1870; afterward known as Koch's German and English School, 1871. German United Evangelical Lutheran St. Paul's Schools: First School (parochial), Ohio Street, corner LaSalle, James A. Falk, principal, 1869-1871; Second School (adjoining Zion Church), G. Kranz, principal, Union Street, northwest corner Mitchell, 1869-1871; Third School (Salem Church parochial), W. A. Schmidt, principal, Twenty-first street, near Archer Avenue, 1869-1871; Fourth School (adjoining St. Peter's Church), H. Ritzmann, principal, Chicago Avenue, corner Noble Street, 1869-1871; St. Paul's Second School, N. Fricks, principal, Larrabee Street near Clybourn Avenue, 1869-1871; St. Paul's Third School, R. Mack, principal, Fourth Avenue, near Twelfth Street, 1869-1871; Graham Seminary, Miss Susan Wood, principal, No. 354 Michigan Avenue, 1868-1869; Graham, Susan F., Peck Court, near Wabash Avenue, 1860-1863; Grant, Misses E. & B., No. 232 North Dearborn Street, 1871; Grantham, Isabel, No. 46 North Halsted Street, 1860; Gilman, Mary, No. 300 Erie Street, corner North State; Greise, Frederick, No. 217 Washington Street, 1865; Gregg, Miss C. A., Nos. 348 to 354 West Randolph Street, 1865; Gyles, Sarah, No. 296 West Washington Street, 1870.

Hack, Hubert, South Street, between LaSalle Street and Archer Place, 1861-1862; Haeburnell, Henry, No. 137 Griswold Street, 1864; Hardy, Agnes, No. 281 West Madison Street, 1868; Hathaway, William G., No. 168 South Clark Street, 1859-1864; Hathaway's Academy, No. 172 Clark Street, 1865-1868; Heath, Sarah A., Jackson Street, corner Edina Place, 1861-1864; Hielscher, Theodore, No. 10 South Clinton Street, 1864; Holy Family (for boys), Elizabeth Street, between Austin and May Streets, 1861-1864, South Morgan Street, near Twelfth, 1865-1871; Holy Family (for girls), West Taylor Street, corner Lytle, 1868-1871; Holy Name School, North State Street, corner Huron, 1868-1871; Hopkins, Maria, Robey Street, corner West Washington, 1868; Hyde, Emma, No. 49 South Carpenter Street, 1871; Hyde, Mary, No. 112 Mather Street, 1861-1863, No. 233 South Jefferson Street, 1864.

Industrial School, No. 110 Bremer Street, 1861; Italian School, John Franzoni, director, Meyer Block, 1869-1871.

Jones, Samuel, Nos. 30 and 31 McCormick Building, 1863. Kadlowska, Agatha, No. 73 Third Avenue, 1871; Kaufel, Charles, No. 76 West Lake Street, 1859; Clinton Street, near Randolph, 1861; Keeler, Elizabeth, West Lake Street, corner Paulina, 1862; Keeler, Miss E. D., No. 118 Eighteenth Street, 1871; Keefe Bridget, No. 638 Archer Avenue, 1868; Kindergarten School, Miss C. L. Heinrichs, principal, Maple Street, corner Hills, 1871; Knapp, Christian, basement St. Paul's Church, 1860; Koch's German and English School, No. 227 West Twenty-first Street, 1871.

Lane & Baker, No. 218 Wabash Avenue, 1861; Langdon, Eureka, Ringgold Place, near Michigan Avenue, 1861; Langdon, Mrs. Kittie, Halsted Street, corner Harrison, 1867; Larsen, Tobias, No. 150 West Indiana Street, 1862; Leinitz School, No. 929 Wells Street, 1868; Lenert, Peter, No. 329 South Wells Street, 1867, No. 278 State Street, 1871; Lepelt, Albert T., No. 457 State Street, 1860-1861; Loretto Academy, West Adams Street, near Desplaines, 1871; Lutheran School, No. 79 Burling Street, 1869.

McMillan, John B., No. 143 Desplaines Street, 1868; Maxwell Select School for Girls (Sisters of Charity), address not given, 1868-1871; Michaelis A., No. 77 North Green Street, 1871; Morgan, Mrs. Charles H. and the Misses, No. 55 South Curtis Street, 1869; Mrs. Charles H. Morgan, No. 55 South Curtis Street, 1870.

Nelson L. S., No. 143 South Green Street, 1862; Nicolai, John L. and James J., No. 70 North Wells Street, 1859; James Nicolai, 1862; John L. Nicolai, No. 293 Clark Street, 1863; Normal Academy of Music, No. 85 Clark Street, 1868; Northwest Normal Institute for Physical Education, O. W. and J. P. Powers, conductors, Nos. 116 and 118 Randolph Street, 1866; Norwegian Lutheran School (parochial school of Our Saviour Church), Benjamin Holland and Julius Jenkins, teachers, corner North May and Third streets, 1869-1871.

Ollendorf, Rev. A., No. 141 Illinois Street, 1868.

Palmer, William D., No. 213 State Street, 1862-1864; Palmer's Academy, No. 329 Wabash Avenue, 1865-1871; Pierce, Celia, No. 191 Adams Street, 1865-1875; Prairie Avenue Seminary, Oscar Fullaber, principal, Nos. 819 and 821 Prairie Avenue, 1870-1871.

Quackenbos' Collegiate Institute, Nos. 108 and 110 Cass streets, 1867-1871.

Randolph, Mary A., St. John's Place between Lake and Fulton streets, 1865; Ranker, Charles, Clinton Street, corner Math, 1861; Robertson, John P., No. 40 North Franklin, 1871; Roniayne, Edward, No. 194 Bremer Street, 1871; Rose, A., No. 767 Fulton Street, 1871.

St. Agatha's (Sisters of Mercy), Calumet Avenue, corner Rio Grande Street, 1859; St. Boniface, M. Bomard, teacher, Carroll Avenue, northwest corner Noble Street, 1867-1871; St. Bridget's

Catholic School, Mrs. and Miss Rogers, No. 668 Archer Avenue, 1871; St. Coleman's Private School, Paulina Street corner Indiana, 1869; St. Columbkille's, Paulina Street, corner Owen, 1861-1871; St. Francis' Boys' School (Sisters of St. Francis), Newberry Street, corner Twelfth, 1868-1871; St. Francis' Girls' School (Sisters of Charity), Newberry Street, corner Twelfth, 1868-1871; St. Francis Xavier, No. 131 Wabash Avenue, 1861; St. James (Sisters of Mercy), parochial school of St. James' Church, Carville Street, 1868-1871; St. John's School, First Street, corner Bickerdyke, 1869; St. John's Boys' School, Clark Street, between Seventeenth and Eighteenth, 1868-1871; St. John's Girl's School, Fourth Avenue, between Eighteenth and Nineteenth, 1868-1871; St. Joseph's, Chicago Avenue, corner Cass, 1861-1871; St. Joseph's Catholic School, Sister Antonio, mistress, address unknown, 1868; St. Mary's, No. 44 Madison Street, 1861; St. Mary's of the Lake, Cass Street, near Chicago Avenue, 1861-1871; St. Mary's School for Girls (Sisters of Mercy), under St. Mary's Church, Nos. 131 and 133 Wabash Avenue, 1868-1871; St. Michael's German School for Boys, North Avenue, corner Church Street, 1868-1871; St. Michael's German School for Girls (Sisters of Notre Dame), North Avenue, corner Church Street, 1868-1871; St. Patrick's School for Boys, Brother William, director, No. 139 Desplaines Street, 1868-1871; St. Patrick's School for Girls (Sisters of Loretto), Desplaines Street, near Adams, 1868-1871; St. Paul's Catholic School (Sisters of Loretto), Clinton Street, corner Mather, 1868-1871; St. Peter's, August Schmidt, principal, corner Chicago Avenue and Noble Street, 1867-1871; St. Peter's (parochial school), Clark Street, corner Polk, 1861-1871; St. Stanislaus and Aloysius (Sisters of Charity B. V.), No. 71 Evans Street, corner Johnson, 1868-1871.

Sanger, Mrs. A. V., No. 700 West Washington Street, 1868; Saunders, Catharine, No. 296 Chicago Avenue, 1860; Saunders, Eliza J., No. 296 Chicago Avenue, 1861-1865; Schmitz, P. L., Clybourn Avenue, near Division Street, 1861; Schoenfeld, Wolf, No. 82 Quincy Street, 1864; School of the Holy Angels (parochial school of the Church of the Nativity), Emerald Street, northwest corner Egan, 1870-1871; School of the Immaculate Conception (Dominican Sisters), No. 497 North Franklin, 1870-1871; School of Trade, Julius Dyhrenfurth, principal, No. 162 Lake Street, corner LaSalle, 1861-1864; Second German Evangelical

Lutheran Immanuel School, Union Street, corner South, 1869-1871; Seymour Mrs. John, No. 269 South Clinton Street, 1867; Shaw, Orrin T., No. 275 Huron Street, 1859; Sinks, Adolphus, No. 156 Clark Street, 1866; Sisters of Charity (see Academy of the Holy Name); Smith, Miss Jennie A., No. 300 Erie Street, 1868; Snow, Orville H., No. 20 Harrison Street, 1860; Snow, Sarah, No. 162 North Sangamon Street, 1860; Stamen, Julius, No. 113 Ohio Street, 1860, No. 148 Indiana Street, 1862; Stevens, Elizabeth P. and Mary, No. 63 Edina Place, 1862-1863; No. 22 Washington Street, 1864-1865; Stoelke, J. C., No. 175 Butterfield Street, 1871; Swedish Lutheran School, A. P. Morton, principal, No. 192 Sedgwick Street, 1871; Swedish Lutheran Religious School, No. 190 Superior Street, 1869.

Teisbow, Mrs. Amelia M., No. 351 North LaSalle Street, 1871; Tillotson, Deidamia M., No. 385 West Lake Street, 1860; Trinity Evangelical Lutheran School, Farwell Street, between Archer Avenue and Hickory Street, 1869-1871; Try and Win School, Adams Street, corner Sangamon, 1871.

Union Stock Yards Washington Branch, No. 152 West Indiana Street, 1868.

Vinton, Emma O., North Street, between State Street and Wabash Avenue, 1863.

Warren Music School and Normal Academy of Music, No. 88 Clark Street, 1861; Waters, Edwin S., No. 374 Chicago Avenue, 1871; Wendell, Ann E., Twelfth Street, near State, 1860; Wiedinger, B. (German School), Nos. 146 and 148 Indiana Street, 1864; Whiting, Mary E., No. 386 Ontario Street, 1868; Whitney, S. F., Indiana Street, corner Wolcott, 1861; Wiedman, Anthony, No. 98 Fourth Street, 1860; Wilhelm, A. P., No. 135 Jackson Street, 1860-1861, No. 329 Wells Street, 1862-1864; Whitaker, Mary A., No. 126 Harrison Street, 1862-1863; Wright, Lucy A., Dearborn Street, corner Ohio, 1861, No. 273 Huron Street, 1862, Dearborn Street, corner Ontario, 1863; Wright, Matilda, Polk Street, corner Edina Place, 1861-1862.

Young Ladies' Collegiate Institute, Rev. Martin Fay, principal, No. 763 Wabash Avenue, 1866; Young Ladies' High School, No. 63 Edina Place, 1861.

Zion School, Clinton Street, corner Wilson, 1861; Zion School (Hebrew), No. 60 Desplaines Street, 1869.



DEARBORN PARK, MICHIGAN AVENUE.

LOCAL TRANSPORTATION.

OMNIBUS ROUTES.—From 1858 to 1864, a number of omnibus routes were maintained by F. Parmelee & Co., and M. O. & S. B. Walker. As the lines of street railways were extended, the omnibuses were gradually driven from the field, until, in 1864, the Walkers, who were the last to withdraw, sold out their entire stock of horses to the West Division Railway Company. After this time, there were one or two spasmodic attempts to establish an omnibus opposition to the street cars on particular routes, but they resulted in nothing definite. The omnibus routes extended as follows, for the years mentioned:

1858.—Lake Street and Blue Island Avenue; from the corner of Madison and Dearborn streets to Hastings Street and Blue Island Avenue, every half hour.

Canal Street; from the corner of Madison and Dearborn to South Canal and Meagher streets, every half hour.

South Clark Street; on Clark to South, or Twelfth, Street, every ten minutes.

1859-60.—Lake Street and Blue Island Avenue; from City Hotel to Twelfth Street, on Blue Island Avenue, every hour.

East and West Randolph streets; on Randolph to Robey Street, every fifteen minutes.

South Clark Street, to the corner of Twelfth and Clark, every ten minutes.

1861-62.—Lake and Randolph streets; on Randolph to Robey Street, every fifteen minutes.

East and West Lake streets; from City Hotel to corner of Robey and Lake streets, every half hour.

Canal Street; from Post-office Exchange to Meagher Street, every half hour.

Madison Street; from Garrett Block to Union Park House, every thirty minutes.

South Clark Street, to the corner of Twelfth and Clark, every ten minutes.

North Clark Street; from Post-office Exchange to Mr. Bucher's, every hour.

1863.—Lake and Blue Island Avenue, to Hastings Street, every half hour.

Canal Street; from Post-office Exchange to South Branch, every half hour.

South Clark Street, to Twelfth Street, every ten minutes.

The year 1864 saw still greater diminution in, and before the end of the year the last of, the omnibus routes. In that year, the only lines maintained were those on Canal Street and on South Clark Street.

Before the close of the year, these were abandoned, and from that time the street cars have formed the ordinary means for getting about the city.

SAMUEL B. WALKER is an old and highly respected resident of Chicago, his associations with the business affairs of the city extending over a period of more than two-score years. Late in the year of 1841 Mr. Walker, accompanied by his mother, a sister, and a brother, came to Chicago from Whiting, Vt., bringing with them a stock of dry goods and groceries. He rented the building at No. 144 Lake Street and began business, carrying a general stock of goods for three years. At the end of that time he dropped his stock of merchandise, and in company with his brother, purchased the property owned by J. V. Sanger, near the old Matteson House, the firm name being S. B. & M. O. Walker. It was soon

long after, a line of vehicles was placed on North Clark Street, then on Lake Street as far west as Peoria, followed by the Blue Island Avenue line, running by the way of Canal and Harrison streets, and the Canal Street line as far south as Eighteenth Street. In 1857, the livery business was abandoned, and the same year an omnibus barn was built on the corner of Desplaines and Pierce streets. The line of omnibuses was successfully continued up to 1864, when the entire stock of horses was sold to the West Division Railway Company, and also a number of conveyances, the balance of the vehicles being disposed of to hotels throughout the surrounding country. After selling the omnibus line, Mr. Walker engaged in the cigar and tobacco business on Randolph Street, between State and Dearborn, the firm name being Walker, Hart & Rice. In this enterprise Mr. Walker was not as successful as he had anticipated, and after three years of existence the partnership was dissolved. He next became associated with E. N. Blake, and together they bought the Dake Bakery, November 14, 1869, purchasing the property from the administrator of the Dake estate, the firm being Blake, Walker & Co. The business was carried on in the rear of McVicker's theatre until the great fire destroyed the plant. After the fire, the firm resumed business on Clinton Street, continuing until January 21, 1879, when a sale was effected to Blake, Shaw & Co., since which time Mr. Walker has retired from active participation in commercial business. Mr. Walker was born in Whiting, Addison Co., Vt., February 27, 1807, the son of Samuel B. and Patty (Bent) Walker. His father was a miller, a lumber-merchant and a farmer, and during a part of his life had also kept a general store in the state of Vermont. He followed his family to Chicago in 1842, and died in this city on October 16th of that year, at the age of fifty-seven years. His mother,

M. O. Walker

who came with him to this city in 1841, died August 7, 1857, at the age of seventy-two years. Until he had attained his seventh year, Mr. Walker received very little schooling, and at that time moved with his family to Hubbardston, Rutland County, ten miles distant, where he became a pupil at the schools of that town, until he arrived at the age of nineteen. He then apprenticed himself to learn the trade of a wool carder and dyer, serving a term of three years. At the end of that time he opened a business for himself, working at his trade during the summer and farming during the winter. In 1838, he closed out his business to a brother, and returning to Whiting, opened a store, carrying a stock of general merchandise. This he continued until 1841 when he brought his stock to Chicago, and in November of that year, established himself in business in this city. Mr. Walker was married March 5, 1828, to Miss Jennette Hamlin, of Rupert, Vt., who died February 3, 1885, at the advanced age of seventy-five years. There are three daughters, Chastina B. Walker, Mrs. John Dupee and Mrs. Henry T. Whitmore. Mr. Walker is an honored member of Excelsior Lodge, No. 22, I.O.O.F., and for many years has held a high position in the Chicago Encampment, No. 12, of that order, surrendering his membership in January, 1885, on account of his inability to attend to the duties of his office. He has always lived an upright life, and belongs among those whose sterling virtues have helped to make Chicago what it is.

FRANKLIN PARMELEE, the head of the great transfer system which bears his name, was born in Byron, N. Y., August 11, 1816, being the son of Edward and Mercy (Hopkins) Parmelee. His father, one of the pioneer farmers of Genesee Valley, had removed to this place from the State of Vermont. Young Parmelee's education was scant, so to speak, as before he was twelve years of age he was obliged to leave his school days behind him, and going to Avon Springs, engaged himself as a driver. After being employed for a time in a public house, he entered a stage office in Batavia, where he remained five years. He next settled in Erie, Penn., where he served for the same length of time under General Reed, the famous stage proprietor of that region, and owner of various steamers. Mr. Parmelee's first visit to Chicago was due to his intimacy with General Reed. Through him he obtained a position as clerk on the

after, that the first omnibus line was started in Chicago by the brothers, running from Randolph Street to Twelfth Street. Not

John Frank

steamer "James Madison," which, in 1837, was running between Buffalo and Chicago. He thus continued as clerk on various steamers until 1850, when he settled in Will County, to engage in mercantile pursuits. After three years of this life, he decided to come to Chicago and conduct his operations in a larger field. In the spring of 1853, he arrived in this city and started the Chicago Omnibus Line, the first one in this city. His outfit consisted of six omnibuses and wagons. In addition to furnishing facilities for depot travel, in 1854, Mr. Parmelee established a line of omnibuses on Madison Street, which ran as far west as "Bull's Head," or the present Union Park. A four-horse omnibus was put on in 1855, and extended to Cottage Grove, by way of State Street, to Twelfth then the outskirts of this city. This line he maintained until 1858, when the right-of-way was granted to the Chicago City Railway Company, to lay tracks on State Street and Cottage Grove Avenue, on Archer Avenue, and on Madison Street to the city limits. The

Lewis Butterfield.

permission to construct the tracks was granted to Henry Fuller, Franklin Parmelee and Liberty Bigelow. In 1856-57, Mr. Parmelee placed another line on Clark Street. M. O. & S. B. Walker put on an opposition line, and Mr. Parmelee withdrew from the field. Since 1863, when the horse-railway charter, covering the west side lines, was sold, he has devoted himself exclusively to the transportation and transfer business. His splendid slate-roofed building, corner of State and Randolph streets, in which this was transacted, was destroyed by the great fire. At that time Liberty Bigelow was his partner. In eleven weeks from the destruction of his property by the fire, the commodious brick structure, one hundred by one hundred and fifty-three feet, now occupied by him, was erected. In 1881, an addition of eighty-eight by one hundred and fifty-three feet was made to the original building. Mr. Parmelee now occupies nearly one-half a square block, between Franklin Street and Fifth Avenue. He has contracts for the transfer business with all the railroads centering in Chicago, and something of the immensity of his transactions may be inferred from the fact that he has in his employ seventy-five omnibuses and seventy-five wagons, two hundred and fifty horses and one hundred and thirty men. Mr. Parmelee was married in September, 1840, to Miss Adelaide Whitney, of Hindsburg, Orleans Co., N. Y., who died in January, 1864, leaving one daughter and three sons. In October, 1868, he married Miss Roxana W. Smith, of Kenosha, Wis. Mr. Parmelee's sons are with their father in business, although they are not interested with him as partners.

CITY RAILWAYS.

THE CHICAGO CITY RAILWAY COMPANY.—The first ordinance regarding horse-railways was passed March 4, 1856, and granted to Roswell B. Mason and Charles B. Phillips, the privilege of laying a track or tracks from the corner of State and Randolph streets, along the former, to the southern city limits, and from the corner of Dearborn Street and Kinzie, and the corner of Kinzie and Franklin streets, to the northern city limits, with various connecting sections; the principal one being the line extending from the corner of State Street and Archer Avenue, along the latter thoroughfare, to the southern city limits. Colonel Mason was at this time actively engaged in the construction of the Illinois Central Railroad, and therefore left the prosecution of the horse-railway enterprise principally to Mr. Phillips. A short section of track was laid on the North Side, as a legal compliance with the ordinance, but the panic of 1857, and the preceding and succeeding instability of business, made of this first "enterprise" a very dead one indeed. Colonel Mason sold out his interest, for a nominal sum, to his associate, Mr. Phillips, who afterward unavailingly sought to establish the validity of a title by legal proceedings.

Matters lay dormant until August 16, 1858, when the Common Council passed an ordinance, granting permission to Henry Fuller, Franklin Parmelee and

Liberty Bigelow to lay tracks on State Street and Cottage Grove Avenue, on Archer Avenue and on Madison Street, to the city limits. It was required that the construction of one of these lines should be commenced on or before November 1, 1858; that the State-street line should be completed to Ringgold Place (Twenty-second street), by October 15, 1859; the Madison-street line by October 15, 1860; and the Cottage Grove-avenue line by January 1, 1861. Ground was broken for the State-street line November 1, 1858, in front of Garrett Block, near Randolph Street. As a portion of the appropriate ceremonies which there took place, Henry Fuller wielded the spade and ex-Governor Bross drove the first spike. A section of track was first laid between Randolph and Madison streets, and two cars that had been brought from Troy, N. Y., were placed on this brief initial line and run back and forth, greatly to the amusement of the people. There were not lacking, however, property owners on State Street, who did not join in this good-natured greeting, but were preparing to fight the enterprise. Its projectors obtained from the Legislature a confirmation of their rights by an act, approved February 14, 1859, which incorporated Franklin Parmelee, Liberty Bigelow, Henry Fuller and David A. Gage, in the order named, as the "Chicago City Railway Company," for a term of twenty-five years, to operate street lines "within the present or future limits of the South and West divisions." Section 8 of this act recited, that "Nothing herein contained shall authorize the construction of more than a single track with the necessary turnouts, which shall only be at street crossings upon State Street between Madison and Twelfth streets, by the consent of the owners of two-thirds of the property, in lineal measurement, lying upon said State Street between Madison and Twelfth." State Street to Twelfth—beyond which the city limits had but recently been moved southward—was then a busy thoroughfare, in transformation from residence to business property; and the feeling of opposition to the railway, among many property owners, was such that their consent had to be bought on private terms. Harmony being restored, the line was opened to Twelfth Street on April 25, 1859. State Street was then paved with cobblestones to Twelfth, and beyond was a plank road to the Cottage Grove suburb, since better known as Camp Douglas, and the scene of stirring war incidents. The entire line, from Randolph Street south, as first laid, was a single track, with turnouts at street crossings, somewhat similar to the present Indiana-avenue line.

Of the projectors of this second, and now successful, street railway enterprise, Messrs. Parmelee, Bigelow and Gage constituted the firm of F. Parmelee & Co., owning street omnibuses and depot transfer wagons, and Mr. Fuller was a large owner of real estate. Street travel in Chicago was then a thing of vexation to man and of weariness to beast. Even a paved street (with cobblestones) like State Street had little to boast of, and the most aristocratic plank road was too often a delusion and a snare. Street railways were thus already a public necessity, and were certain to become more and more so. It is a reminder of those days, however, and has been true of many an enterprise of greater moment, that stock subscriptions to the Chicago City Railway Company did not open with a rush, in 1859; and as human nature ever repeats itself, so it must be written that rights to stock subscription were afterward claimed by some who had at first refused to come in.

On the 25th of April, 1859, as stated, cars were running along State to Twelfth Street and in June to

the city limits. By May 1, a single track had been completed from Madison to Twenty-second Street, on State, and two horse cars were run every twelve minutes. In the summer, the track was extended, on Twenty-second Street and Cottage Grove Avenue, to Thirty-first Street, and, by fall, cars were running every six minutes as far as Twenty-second Street. A state fair was to be held at Cottage Grove in the autumn of 1859, and in order to be ready for it the company spiked down the rails on the planking as it lay.

An ordinance of the City Council, passed May 23, 1859, specified additional streets on which lines might be laid in the West and South divisions,—on

feits have been unhesitatingly accepted in trade. This issue of what may be called "the emergency tickets of 1861," amounted to about \$150,000, and because of counterfeits they were, as soon as possible, called in for redemption in other tickets of more elaborate preparation. The second issue was readily divisible into denominations of twenty-five, fifteen and ten cents, to the greater convenience of the people; and until the postal currency of the United States came into circulation, in the summer of 1862, the issues of the Chicago City Railway were the most acceptable small change Chicago had or could furnish. Long after their use as currency had ceased, Mr. Fuller, the treasurer, continued to



Lake, Randolph and Van Buren streets, in the South and West, and on Milwaukee and Blue Island avenues in the West. This ordinance prescribed the time when each of these lines should be commenced and opened; but as Clark Street was then occupied by the Michigan Southern Railroad, below Harrison Street, and property owners were themselves fighting for a thoroughfare, it was agreed that the street railway company should defer action, as to Clark Street, for ten years; and in pursuance of that purpose an ordinance of the Council, February 13, 1860, extended the rights of the company in that thoroughfare to cover the proposed period of delay. The Madison-street line, built under the original charter, was opened to Halsted Street on May 20, 1859, and reached Robey Street August 8 of the same year. The Randolph-street line began to come into use on July 15, 1859. Meanwhile the State-street line was not neglected.

In 1861, the financial medium was first vitiated. The daily varying quotations of "stump-tail" made its possessors often glad to be rid of it on any terms. The city railway company was of necessity made the recipient of much of this poor paper. Up to this time the company had not issued "punch tickets" for fares, and so long as silver change held out, it had not thought of doing so. When, however, silver disappeared, and redemption was had to postage stamps as the readiest expedient, the Chicago City Railroad Company may be said to have come to the rescue of the people. Their earliest issue of tickets, hastily flung from a job press and uncancelled stamped, were hailed as a public boon. An uncanceled ten-ride ticket was good in the city or vicinity, and unquestioned for its face value of fifty cents. It would pass in almost any transaction; indeed, anywhere in preference to a greasy little envelope of postage stamps that were certain to be damaged if they were not short in the count. It is even related that church contributions brought in no small store of them. Though redeemable only in rides, so much were they in demand as a circulating medium that they were counterfeited, and it is a tradition that known counter-

receive these tickets, by letter, from distant points. Many have doubtless been retained as souvenirs of an eventful time.

In 1863, a comprehensive scheme was carried through the Legislature, under the title of the "Wabash Railway Company," which gave to the incorporators—Thomas Harless, Horace A. Hurlbut, and Charles Hitchcock, and to their associates, etc.—the right to occupy Wabash and Michigan avenues, and other principal streets in all directions from the center, and to extend their lines into indefinite suburbs. The act passed the Senate on January 22. Being reported by a senator from southern Illinois, and read only by its title, it went through under a misapprehension. The Legislature took a recess from February 14 to June 2, and upon its re-assembling the fact for the first time dawned upon Chicago that a vast franchise was hidden under a misleading title. The bill passed the House on June 8, and not until then were its provisions publicly known. It was at a time of intense excitement, in a critical period of the war, and the Legislature was not in harmony with the administration on war measures. On Wednesday, June 10, Governor Yates prorogued the two houses, and the incident was perhaps the most exciting ever known in the legislative history of the State. The Tribune of June 11 said:

"We were to have seen a peace commission instituted, peace measures set on foot, and a deep and deadly stab inflicted upon the loyal history of our State. * * * But huge above all, the rot's egg of this whole affair, looms up the Wabash Horse Railroad swindle."

A public meeting in Metropolitan Hall, on the evening of June 11, indorsed the Governor's action and denounced the Wabash bill. The Common Council, by resolution, requested the Governor to veto it. The veto, dated June 19, says:

"The fact that over three months intervened between its passage in the Senate and in the House, and that during this long interval, the citizens of Chicago were not even apprised of its existence, is evidence that those having control of it were unwilling to have it submitted to the test of public scrutiny."

The Chicago City Railway Company continued to extend its line in the South Division. During the month of October, 1864, a branch track was laid upon the Archer road from State Street to Stewart Avenue, and completed to Bridgeport, during the ensuing year. At the end of 1869, the company was operating seven-teen and one-quarter miles of track.

In the early part of 1871, the running time table was as follows: "Cars leave corner State and Randolph, via State, to Twenty-second, every minute, and to Cottage Grove Avenue and Douglas Place every four minutes; leave southern limits every four minutes for Twenty-second, Twenty-second every minute, and Archer road every eight minutes for corner of State and Randolph streets."

THE NORTH CHICAGO RAILWAY COMPANY.—The same act of the Legislature of February 14, 1859, which incorporated the Chicago City Railway Company, conferred like immunities and privileges upon William B. Ogden, John B. Turner, Charles V. Dyer, James H. Rees and Voluntine C. Turner, by the name of the North Chicago Railway Company, for the North Division of the city of Chicago.

On the 23d of May, 1859, the Common Council, by ordinance, authorized the company to construct a horse railway in the North Division, on the following streets:

1. On Clark Street, from North Water Street to Green Bay road, and then to present and future city limits.
2. From Clark Street west, on Division, to Clybourn Avenue, and thence on Clybourn Avenue to city limits.
3. From Clark Street east, on Michigan, to Rush, thence north on Rush to Chicago Avenue.
4. Commencing on Wells Street at North Water, thence north to Division Street, west to Sedgwick and north on Sedgwick to Green Bay road.
5. West on Chicago Avenue, from Rush Street to the North Branch of the Chicago River.

At this time Clark Street was planked, and the first railway was laid, by spiking the rails to the planks, an additional thickness of plank being placed in the horse-path. The track was laid double to Division Street; beyond that, a single track to Fullerton Avenue. Eaton, Gilbert & Co., of Troy, N. Y., furnished the first car.

The Clark-street line to city limits, the Clybourn Avenue and the Chicago-avenue lines were completed in 1859; the Sedgwick-street line in 1861, and a line to Graceland, with a steam dummy, in 1864. The Michigan and Rush-street lines were never built, and the rights thereon were forfeited.

In 1864, the company was authorized to connect their tracks with those of the Chicago City Railway, thereby making continuous lines of horse railway between the different divisions of the city.

The same year, also, permission was granted to lay a single, or double, track on Larrabee Street, from Chicago Avenue to Little Fort road, and on Little Fort road to present or future city limits. This branch was completed the same year. The lines were gradually extended on the streets, and in the directions specified, until, in 1871, the company was operating about twelve miles of road.

By the great fire, the company lost \$350,000, their stables, rolling stock and tracks being entirely consumed. Their vigorous and energetic recovery from the great disaster, and the complete re-habilitation of their system will be recounted in the third volume of this history.

VOLUNTINE C. TURNER, president of the North Division Horse Railway Company, was born in Malta, Saratoga Co., N. Y., February 25, 1825. Previous to preparing for college, he received a good primary education, and also was employed by his father, while engaged upon the construction of the Erie Railroad and the Genesee Valley Canal. Young Turner prepared for college at the Troy and Oxford academies, New York, graduating at Williams College, Williamstown, Mass., in the year 1846. In the fall, he removed to Chicago, and soon afterward commenced the practice of law, which he continued for a period of twelve years. From 1848 to 1858, he was in partnership with H. A. Clarke, and from that year until 1860, with the exception of a short time, during which he was in partnership with B. F. Ayer, Mr. Turner engaged alone in the general practice of his profession. In February, 1859, he first became connected with the North Side Railway Company, as its secretary and treasurer, continuing thus to act until July, 1865. From that date until January, 1867, he was vice-president of the company, and has been president from that time up to date. During all this period, he has been general manager of the road—in fact, being its active and untiring superintendent, and confining himself to the upbuilding of its interests. He has never held a public office, and never aspired to one. Mr. Turner was married to Eliza Smith, daughter of Colonel Henry Smith, the old partner of William B. Ogden, on the 20th of May, 1851. For twenty-five years they were prominent members of the St. James (Episcopal) Church. At present, however, they are members of Professor Swing's congregation.

THE CHICAGO WEST DIVISION RAILWAY COMPANY.—On the 21st of February, 1861, the Legislature of Illinois enacted, that Edward P. Ward, William K. McAllister, Samuel B. Walker, James L. Wilson, Charles B. Brown, Nathaniel P. Wilder, and their successors, be created and constituted a body corporate and politic, by the name of "The Chicago West Division Railway Company," for the term of twenty-five years.

This company was authorized to acquire any of the powers, franchises, privileges, or immunities conferred upon the Chicago City Railway Company by the act of February 14, 1859, as may by contract between the said railway corporations be agreed upon. Nothing seems to have been done by this company, under their charter, until the summer of 1863. At that time, the gentlemen composing the company sold out their stock to J. Russell Jones, John C. Haines, Jerome Beecher, W. H. Bradley, Parnell Munson, and William H. Ovington, of Chicago, and E. B. Washburne, Nathan Corwith, and Benjamin Campbell, of Galena. The new company organized with J. Russell Jones as president and superintendent, and William H. Ovington as secretary and treasurer.

On the 30th of July, 1863, a sale was made to this company by the Chicago City Railway, of their road and franchises in the West Division, for the sum of \$200,000, cash. The deed of transfer was dated the 1st of August, 1863, and had a border of United States revenue stamps amounting to \$580.

The tracks laid at that time were on Randolph and Madison streets, extending to Union Park.

The new company entered vigorously upon the work of extending the lines. A track was laid upon Blue Island Avenue, and cars were running to Twelfth Street by December 22, 1863. In June, 1864, the Milwaukee line was opened, and in October, the Clinton and Jefferson-street lines. Year after year the lines were extended, until, in 1871, the company owned and operated over twenty miles of track. By the charters of February 14, 1859, and February 21, 1861, passed by the Legislature, incorporating the foregoing horse railway companies, the franchises and privileges were granted for a term of twenty-five years. On the 6th of February, 1865, the legislature passed, over the Governor's veto, an act amending the charters in respect to time, and granting terms of ninety-nine years instead of twenty-five.

J. RUSSELL JONES, president of the Chicago West Division Railway Company, is descended from an old and noted English family. Colonel John Jones, one of his ancestors, married the second sister of Oliver Cromwell, in 1623, and was put to death October 17, 1660, upon the restoration of Charles the II. The son, Honorable William Jones, came to this country with his father-in-law, Honorable Theophilus Eaton, first Governor of the colony of New Haven and Connecticut. Mr. Jones acted as deputy governor five years, and died October 17, 1706. Samuel, the grandfather of J. Russell Jones, was an officer under George II., and served with credit in the French and Indian and the Revolutionary wars. His parents were Joseph and Maria (Duro) Jones, J. Russell being the youngest of four children. He was born at Conneaut, Ashtabula Co., Ohio, February 17, 1823. When he was thirteen years of age, his mother, who had been left a widow, removed to Rockton, Winnebago Co., Ill. The young boy was left at home to support himself, and when, in 1838, he announced his determination to join the family in the Far West, he had so established himself in the confidence and love of the community, that the members of the Conneaut Presbyterian Church offered to educate him for the ministry if he would remain with them. But even at this early age, to determine was to act, and he accordingly took passage for Illinois, in the schooner "J. G. King," and arrived at Chicago August 19, 1838. After some difficulty he reached his new home in Winnebago County, where he faithfully assisted his family for about two years. In June, 1840,

with one dollar in his pocket, but with a hardy constitution and an iron will, he removed to Galena. First going into a retail store, he soon after went into the employ of Benjamin H. Campbell, a leading merchant of that flourishing town, and subsequently became a partner in the firm. Until 1856, the business transacted was on a scale commensurate with the importance of Galena as the leading commercial emporium of the Northwest. The partnership was then dissolved. Ten years previous to this date, Mr. Jones had been appointed secretary and treasurer of the Galena and Minnesota Packet Company, which position he retained until 1861. In 1860, he was elected to represent Jo Daviess and Carroll counties in the Twenty-second General Assembly, and the next year was appointed United States Marshal for the Northern District of Illinois, commencing his term of service in April. In the fall of that year he removed to Chicago, and, in 1863, organized and was elected president of the Chicago West Division Railway Company, retaining that position until June, 1869, when he was appointed minister to Belgium by President Grant. He was also re-appointed United States Marshal in 1865. Upon his return from abroad, in 1875, he was tendered the position of Secretary of the Interior, but declined, and was appointed Collector of the Port of Chicago, and was again elected president of the Railway Company, which position he now holds. Mr. Jones was married, in 1848, to Elizabeth Ann, daughter of the late Judge Andrew Scott, of Arkansas. They have had three sons and three daughters.



LA SALLE STREET FROM THE COURT HOUSE.

ILLINOIS AND MICHIGAN CANAL.

In the first volume of this history, record has been made of the so-called "unlawful funding of canal indebtedness," and Ex-Governor Matteson's connection with it. This concluded the chief events of the period up to the latter portion of 1857. By that year the complete success of the "canal scheme" was assured. As yet its channel was "shallow-cut"; but soon the original intention of a "deep-cut," which poverty only prevented from being carried out, was to be realized. An impetus to this inclination was given by the threatened digging of a ditch from the Calumet River, the principal feeder of the canal, to Lake Michigan, in order to drain a valuable tract of swamp land in Indiana. Its effect would have been to almost destroy the usefulness of the Calumet feeder, but in 1859, to guard against any such danger, in the future, two steam engines were added to the hydraulic works and other improvements made, so that the canal would not be obliged to depend so much upon that feeder for supplying the summit level. In later years, they were also made to serve the purpose of flushing the Chicago River. The sanitary safety of the city also forced the deepening of the canal; which work was finally accomplished in July, 1871. The great War Convention, held in Chicago, June 2, 1863, was the first decisive movement toward the accomplishment of this end. Five thousand delegates attended from the states of the North, it being the design to transform the canal into a national waterway, which might float the largest gun-boats on their passage from the great lakes to the Mississippi River. However, the various plans proposed fell through, and in February, 1865, a legislative act was passed, and approved by Governor Oglesby, authorizing the City of Chicago to enter into arrangements with the Canal Board of Trustees, with a view to the speedy accomplishment of the work on the deep-cut plan. An agreement entered into by the city and the board during this year was, in 1868, extended for an additional period of three years. The contract by which the summit was to be cut down so that twenty-four thousand feet of water a minute could be drawn from the lake at its lowest stage, was let September 26, 1865. The contractors having abandoned or forfeited their contracts, the work was re-let in July, 1867. The work proceeded, with the interruptions incident to such enterprises, until, in pursuance with law, on May 1, 1871, the Board of Trustees turned over the canal to the following Board of Commissioners: Joseph Utley, president; Virgil Hickox, treasurer; and Robert Milne, secretary. No change was made in the general officers of the canal, and the work of cutting down the summit, or deepening the canal, went on.

There were few changes, in fact, in its officers from 1857 to 1871, when the Board of Trustees had performed the duties imposed upon them and turned the canal, with all its improvements, over to the Canal Commissioners. In 1858, the trustees were as follows: William H. Smith, of Boston, president; David Leavitt, of New York, treasurer; Charles H. Ray, State trustee, Chicago. The secretary of the board was William Gooding, the general superintendent John B. Preston, the

agent for the sale of canal lands E. S. Prescott, and the auditor of accounts Joel Manning. In May, 1859, Henry Grinnell was elected in place of David Leavitt, and in January, 1861, Martin H. Cassel, of Jacksonville, was appointed State trustee, to succeed Charles H. Ray. In October, 1864, John B. Preston, who had been general superintendent of the canal nearly ten years, resigned his position, and was succeeded by William A. Gooding, who, for four years, had been assistant superintendent in charge of the eastern division. Sheridan Wait was appointed State trustee in February, 1865. Joel Manning, who had been connected with the canal management almost continuously since 1836, died in January, 1869, holding, at the time of his death, the position of auditor of accounts. In December, 1868, William Gooding became general superintendent (temporarily) of the canal, and was appointed permanently to the position in January, 1869. During that year, also, Robert Rowett was appointed State trustee by the Governor.

To continue the narrative where it was left when the old Board of Trustees turned the canal over to the new Commissioners, nearly completed:—The superintendent of the canal was ordered, in pursuance of a notice given by the Chicago Board of Public Works that their work was completed and that they wished to remove the locks, to close the navigation of the canal for one month from the 15th of June, 1871. The canal was closed, however, on June 26, and kept closed until July 18, the labor of removing the locks being greater than was anticipated. On the morning of the 18th of July, the level was full, and the Chicago River, with all its filth, had taken the place of the heretofore clear water at Lockport, the people of Chicago rejoicing in the great relief furnished by the deep-cut, which caused the South Branch of the river to run "up stream." Within three or four days, the water from Lake Michigan filled the canal at Lockport and was thrown off there, over the rocks, almost as clear and blue as the waters at the Falls of Niagara. Navigation was at once resumed, but as the banks had not been trimmed and refuse was still lying along the edge of the canal, and even in its prism, the Commissioners finished the work according to contract, and the city paid for it. On the 16th of August the Canal Commissioners certified to the correctness of all accounts, and, on the 19th of that month, the release deed of the canal was transmitted to the Governor. In May, 1873, there was a change in the Board of Canal Commissioners. Mr. Utley was re-elected president, but H. G. Anderson was chosen treasurer, and W. N. Brainard, secretary. The board and the duties of its members remained unchanged until May, 1877, when it was reorganized by the election of J. O. Grover, president; Martin Kingman, treasurer; and B. F. Shaw, secretary. William Thomas was continued as general superintendent, Daniel C. Jenne as chief engineer, and William Milne as chief clerk.

The subject of cleansing the river continued to be agitated by Chicago sanitarians, and it was decided by the city to construct pumping works at the junction of the canal and the South Branch. The works were

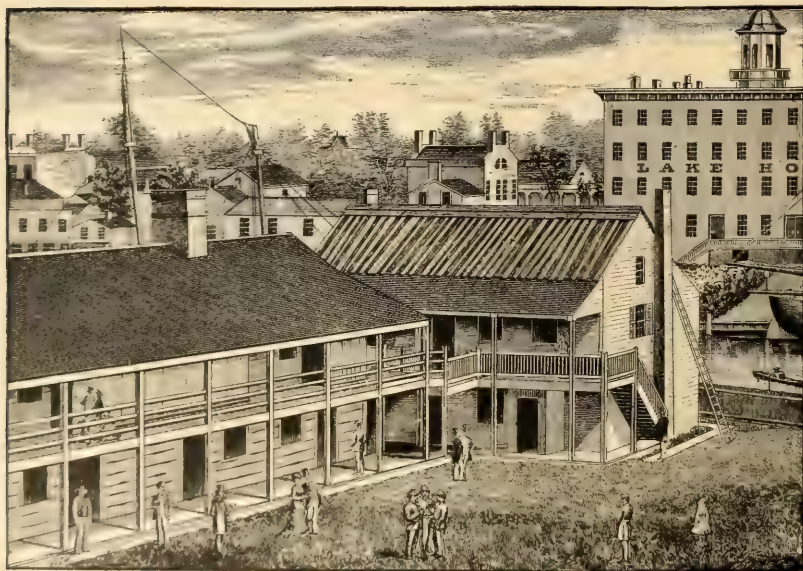
completed in August, 1883, at a total cost of about \$270,000. They are located across the old channel of the canal, west of the South Branch.

The various improvements accomplished during late years at Copperas Creek in the Illinois River, and at various points along the line of the canal, have not been noticed, because, since the stupendous development of railroads, they have become of comparatively small local interest. The canal has also greatly declined in importance as a state highway of travel.

From 1857 up to 1866, the tolls of the canal gradually increased from \$197,000 to \$302,000; although there was a falling off during some of the years, noticeably in 1864, when they amounted to only \$156,000. The year 1866 was the most prosperous in the history of the canal, but, with the close of the War, railroad traffic was again untrammelled and the railway system, especially in Illinois, commenced its marvelous growth. Consequently, the canal fell away from its former position of great prominence as a highway of travel and commerce. Speaking in general terms, its tolls had gradually declined in amount until, in 1882-83, they amounted to only \$86,000.

At the last meeting of the Commissioners, held October 9, and October 10, 1884, it was stated that the receipts would be \$8,000 more than during the previous year, notwithstanding tolls had been reduced fifty per cent. During the year, eleven of the ninety miles had been supplied with rip-rap work as a protection against the wash created by steam craft. By the canal has been carried most of the lumber transported from Chicago to Peoria and river points. During the year 1883-84, the Commissioners constructed fourteen hundred feet of dockage from Ashland Avenue to the river, and also a new dock of four hundred feet around Armour's elevator, Chicago. The Commissioners have also voted to build a dock of six hundred feet at Peoria.

The present management of the canal, who took charge in April, 1883, is as follows: Charles Bent, president of the Board of Commissioners, Morrison; George F. Brown, secretary, Morris; D. J. Calligan, treasurer, Peoria; William Thomas, general superintendent, and William Milne, chief clerk, Lockport.



VIEW OF OLD BARRACKS AND LAKE HOUSE.

TELEGRAPH AND EXPRESS.

TELEGRAPH COMPANIES.—In 1858, there were but two telegraph companies doing business in the city of Chicago,—The Illinois and Mississippi and The Western Union. The history of The Western Union, since that year until 1871, would include almost all that could be written of the other companies, for each in turn has been organized only to be absorbed by that corporation.

A few years before the first mentioned date, the wires of The Western Union had been brought into the city with great display of enthusiasm, a brass band playing gaily as the laborers reeled off the connecting wire. No city ordinance was then required before work could be begun within the city limits, permission of the Board of Public Works alone being necessary. No trouble was experienced, however, as the new organization, by an arrangement with the Illinois and Mississippi Company, brought its wires into the city upon the latter's poles. The two companies were in no sense rivals, since their lines covered different territory, and they maintained friendly relations under what was known as the "Seven Company Contract," whereby the principal telegraph companies then existing in the United States pooled their earnings according to an equitable plan, and thus secured continuous and connecting lines. In 1858, the offices of both companies were at No. 11 LaSalle Street, and, though they were operated as one, a separate organization was maintained by each—E. D. L. Sweet being superintendent, and George D. Sheldon, manager, of the Illinois and Mississippi Company; and Emory Cobb, superintendent, and R. C. Rankin, manager, of The Western Union.

In 1860, their offices were removed to Lake Street, at the southeast corner of Clark. In 1861, F. H. Tubbs became manager of the Illinois and Mississippi Company. In 1864, the United States Company, after a severe struggle with The Western Union, succeeded in establishing itself here, having offices at No. 66 Clark Street; E. P. Porter being manager.

In 1866, William H. Hall took Mr. Tubbs's place in the Illinois and Mississippi Company, to be succeeded the next year by J. E. Ranny. There were also changes in the Western Union, Mr. Cobb retiring, and being succeeded as superintendent by Mr. Rankin, whose place as manager was filled by Fred. Swain.

In April, 1866, the United States Company was absorbed by the Western Union, and in the following July, the Illinois and Mississippi was merged into the same corporation, under a perpetual lease, and all the offices of those companies were moved to Nos. 32-33 Chamber of Commerce. In 1869, they were again moved to the northwest corner of Washington and LaSalle streets. In that year, a new rival appeared, in the shape of the Great Western Company, and a little later a local company, known as the Metropolitan, began doing business at No. 126 Washington Street.

In 1870, the following named companies were doing business here: Western Union, corner LaSalle and Washington streets; William Orton, president; O. H. Palmer, secretary; Anson Stager, general superintendent; J. J. S. Wilson, district superintendent; and R.

C. Rankin, Chicago manager. Metropolitan, Room 19, Merchants' Insurance Building; Murry Nelson, president; S. G. Lynch, secretary; and L. B. Firman, superintendent. Great Western, No. 84 LaSalle Street; David A. Gage, president; J. Snow, secretary; A. H. Bliss, general superintendent. Atlantic and Pacific, a powerful rival of the Western Union, and which the latter had succeeded in keeping out of the city for some months, No. 128 Washington Street and corner of Wabash Avenue and South Water Street; M. L. Ward, general superintendent; C. A. Harper, secretary; B. F. Cogger, manager.

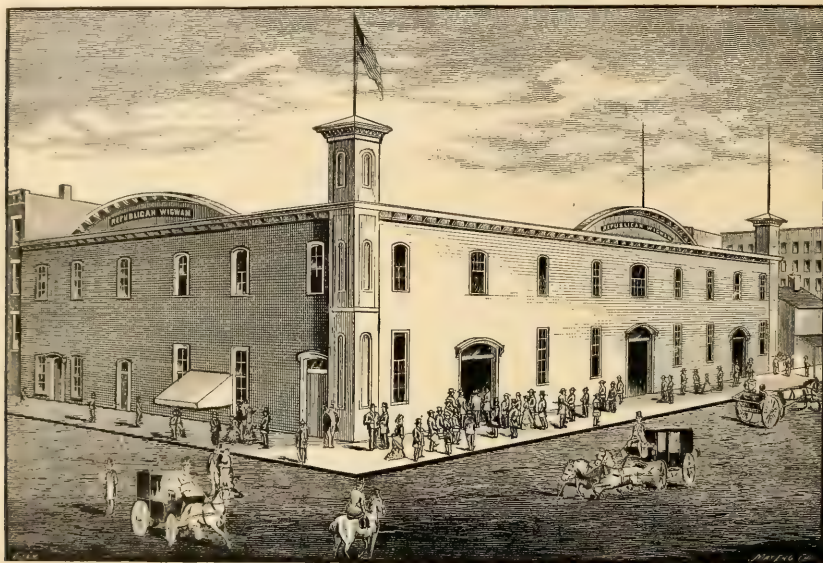
In 1871, first appeared the Pacific and Atlantic Company, with offices at No. 91 Clark Street; R. R. Myers, manager. During that year, the Western Union secured control of all the companies except the Atlantic and Pacific, the Great Western, and the Pacific and Atlantic. For a long time a determined effort had been made by the city to compel the various companies to make concessions to it, for allowing the lines to be operated within the city limits, but the companies successfully resisted all such attempts; and it was not until the completion of the first tunnel under the river, when the companies found that they could lay their wires in it to much greater advantage than to maintain cables, that they yielded, and agreed to do a certain amount of business for the city free of expense. The amount fixed upon as the Western Union Company's share was \$600 per annum. During the war period, great difficulty was experienced in securing enough operators to handle the increased business, and the pay of a first class operator sprang from \$55 to \$85 per month. In 1858, six operators handled all the business of the two companies (Illinois and Mississippi, and Western Union); in 1871, the latter company alone employed between seventy-five and one hundred operators, besides a proportionate increase in the number of clerks, messengers and other employes. In 1863, the Western Union handled one hundred and sixty-six thousand nine hundred and eighty-three messages, at a cost of ninety-one cents per message, and in 1871, five hundred and fifty-two thousand eight hundred and forty-eight messages, costing an average of forty-eight cents each. Chicago has long been the second city in the United States in point of telegraphic importance, New York alone surpassing her in volume of business.

And here have lived many who have occupied most prominent positions, either as officers, superintendents or managers in the various organizations, and to whose energy and ability is due the rapid progress made in telegraphy throughout the country. Perhaps more than to any other man in this connection, honor is due to Judge J. D. Caton; for, by his industry, courage and perseverance, the Illinois and Mississippi Company was made a profitable investment.

Well advanced in years before he became interested in telegraph matters, he mastered the intricacies of the subject and was able to make himself one of the foremost presidents of his time, only retiring after he had succeeded in transferring his company, advantageously, to the Western Union. As assistants in this great work,

he had such men as Colonel J. J. S. Wilson,* E. D. L. Sweet, Colonel R. C. Clowry, and F. H. Tubbs. To Hiram Sibley belongs the credit of having first conceived, and, almost single-handed, by indomitable strength of will and untiring energy, brought to completion the trans-continental line. And the list would indeed be incomplete if the name of General Anson Stager were omitted, since it is to the force of his logic and his practical knowledge of the subject, that the railroad companies owe their present intimate con-

headquarters at Washington. Until November, 1861, he remained in charge of the latter, when he was commissioned Captain and Assistant Quartermaster, and appointed chief of the military telegraphs throughout the United States. He was subsequently commissioned Colonel and Aide-de-Camp, assigned to duty in the War Department, and also placed in charge of the cypher correspondence of the Secretary of War, the peculiar cryptography of which was his own invention. Colonel Stager remained in the service until September, 1865, and was breveted Brigadier-General for valuable and meritorious services. Soon after the war closed the Southwestern and American Telegraph consolidated with the Western Union, and the general superintendency was offered to him, but



WIGWAM BUILDING.

nection with all telegraph systems, and were shown the importance of being able to direct the movements of their trains by telegraph.

ANSON STAGER, deceased, for nearly a quarter of a century general superintendent of the central division of the Western Union Telegraph Company, was a native of the Empire State, having been born in Ontario County, April 20, 1825. His father, Henry W. Stager, was a manufacturer of edge tools, at Rochester, N. Y., and died in 1844, while his mother, Almira (Anson) Stager, lived until 1874, being, at the time of her death, in her eighty-third year. As a boy, Anson learned the printing business with Henry O'Reilly, afterward among the first builders and operators of telegraph lines in America. In 1846, Mr. Stager commenced his career as a telegraph operator in Philadelphia, and subsequently worked in Pittsburgh to the honor of his trade or profession. From 1848 to 1852, he held the position of chief operator of the "national lines," at Cincinnati, and during the latter year became superintendent of the lines of the Mississippi Valley Printing Telegraph Company, his supervision soon extending over the whole of New York. Mr. Stager was prominent in organizing the various lines consolidated with the Western Union Telegraph Company, and when that company was founded was called to assume the general superintendency. The system of railroad telegraphs was the work of his brains and hands. When Sumter was fired on, the telegraph lines of Ohio, Illinois and Indiana were passed by his hands by the governors of these states, and he continued to read those vast interests during the entire period of the war. He also organized the first system of field telegraphs for General McClellan, and the military telegraph, with

he declined the flattering offer, preferring to live in the west; whereupon the system was divided into the central, eastern and south grand divisions, and General Stager assumed charge of the first named, with headquarters at Cleveland. In 1869, the transfer of the center of business westward made it necessary to change the headquarters to Chicago, and he therefore became one of our citizens. What he has done in the development of Chicago and the Northwest, is best told in the part which has been taken by the Western Union in such a grand progress. In fact, there were few men in the country who possessed a more far-seeing, executive ability than General Anson Stager. In addition to his connection with this wonderful corporation, he was president of the Western Electric Manufacturing Company, of Chicago, the largest manufactory of the kind in the United States. He was also president of the American Electrical Society and vice-president of the Babcock Manufacturing Company. General Stager was married, November 14, 1847, to Miss Rebecca Sprague, daughter of the late William Sprague, of Buffalo. His wife died November 22, 1883, and his death occurred on March 26, 1885. He left three daughters, one the wife of Frank S. Gorten, president of the Chicago Forging Company; the second married to Ralph W. Hickox; and the third, Miss Ellen Sprague Stager. General Stager's funeral took place at his residence, corner of Michigan Avenue and Eighteenth Street, his remains being borne to Lake View Cemetery, Cleveland. The newspapers describe in full the impressive ceremonies attendant upon his obsequies, which were participated in by a vast concourse of Chicago's eminent citizens, who assembled to show their sorrow for their peer.

* General Wilson, after the announcement that the historic telegram from the Wigwam to Abraham Lincoln, commencing the nation's telegraph, to the presidency.

EXPRESS COMPANIES.—The first express west of Buffalo was commenced in April, 1845, by Messrs.

Wells, Fargo & Dunning, under the firm name of Wells & Co. The next year, they began to run their four-horse express wagons once a week, from Detroit to Chicago and Milwaukee. The trip by rail and by express wagons between Buffalo and Chicago occupied just one week, the charges being \$3 for one hundred pounds, on all ordinary packages of over fifty and under two hundred pounds. As the freight was \$3 between Buffalo and New York, the total charge between the eastern and western points was \$6. The same rate was charged to Milwaukee as to Chicago. At that time, the agents here were A. H. & C. Burley, who relinquished a few shelves in their book-store to the business of the company. In 1847, the company passed into the hands of William G. Fargo and William A. Livingston, who continued it under the firm name of Livingston & Fargo until March 18, 1850, when it was consolidated with the interests of Wells & Co. and Butterfield, Wasson & Co. The three concerns, when united, were called the American Express Company.

H. D. Colvin

In May, 1851, Harvey D. Colvin was appointed agent of the company, and continued to hold the position until the organization of the United Express Company, just three years thereafter.

The company had now so outstripped the mails that the newspapers of Chicago often had occasion to thank them for receiving papers from St. Louis and the west in advance of Uncle Sam's conveyances. In 1855, it began to run four messengers daily from Louisville to Chicago; also using the passenger trains from Michigan City to Chicago and those on the New Albany & Lake Michigan Railroad. The company was incorporated by the Illinois Legislature in 1859, with a capital of \$1,000,000, with power to increase it to \$2,000,000. In the year 1860, a reorganization was effected under this act as follows: Manager of the Western Division, W. G. Fargo, Buffalo; Assistant Manager, James C. Fargo, Chicago; Agent, D. B. Cooke, Chicago; Superintendent of Illinois Division, Edwin Hayden, Chicago.

Mr. Fargo continued agent until 1866, when he became general superintendent and O. W. Barrett, the present incumbent, agent. By 1863, however, the business of the company had so increased that its office was removed from No. 20 Dearborn Street to the corner of Lake and Dearborn streets. In 1864, as remarked by an authority on the subject, "the number of hands had increased to one hundred and forty, as is proven by the number of turkeys called for last Christmas."

ADAMS EXPRESS.—Adams & Co.'s California Express, established in 1849, was succeeded in 1855 by that of Freeman & Co. In 1854, Adams & Co., the

Harnden Express (then owned by Thompson & Livingston), Kinsley & Co. and Hocy & Co., were consolidated in a joint stock company, afterwards famous as the Adams Express Company. The office of the company in Chicago was at the corner of Lake and Dearborn streets, and John L. Hopkins was the agent during the period covered by this volume.

MERCHANTS DESPATCH.—This was a fast freight line, originally established, in 1850, as Kasson's Express, and afterward owned and operated by the American Express Company. The agents for the American Express Company were agents for this line; hence their routes were the same as those of the American, and they forwarded freight at regular railroad rates. On December 1, 1863, the company occupied the building at the foot of South Water Street.

UNITED STATES EXPRESS COMPANY.—This company was organized in New York, and a branch office opened in Chicago at the same time—May 1, 1854. The local office was at Nos. 12-14 Dearborn Street, being in charge of Harvey D. Colvin, who still holds the position. At first the line was from the Mississippi River to New York City, by way of the Chicago, Rock Island & Pacific and the Michigan Southern railroads. The business at this point increased so rapidly that, in 1862, the company removed to more commodious quarters on the northwest corner of Clark and Lake streets. Thirty-six drivers, messengers and clerks were then employed in the transaction of its business. Its routes were then, also, covering a great portion of the western country from Chicago to Fort Kearney, making a continuous route from New York of over two thousand miles, and the amount of freight handled at this office had increased from ten to forty tons, daily, in 1864. Its officers, who remained the same up to and including the year 1871, were: D. N. Barney and A. H. Barney, president and vice-president, New York City; Henry Kip, general superintendent, Buffalo. Its capital was \$1,000,000, and its business had increased at a rate commensurate with the growth of the Great West, whose patronage it had been striving for with such marked success.

UNION DESPATCH COMPANY.—This company was incorporated March 20, 1859, under the laws of Illinois, their charter extending for one hundred years; authorized capital, \$1,000,000, of which \$80,000 were subscribed by four hundred stockholders. At first, the home office was at No. 60 South Dearborn. After remaining there five years, the company removed to Nos. 54-58 Randolph Street, under the management of Charles B. Bingham, president, R. N. Booth, secretary, and about three hundred local agents in the principal towns and cities of the United States, from Bangor, Me., to St. Louis, Mo. The company was in the habit of transporting to market, selling and collecting for producers, shippers and manufacturers, charging regular railroad rates for transportation.



GREAT CENTRAL DEPOT IN 1868.

RAILROAD HISTORY.

ILLINOIS CENTRAL RAILROAD COMPANY.—In the first volume of this history have been detailed the successful efforts of the people of Illinois, assisted by Eastern capitalists, to build a great central railroad through the then developed portions of the state. In 1852, when the company received permission to lay their tracks along the lake-front, and which were originally placed on piles, almost the entire area, now devoted to the park, the railroad tracks, the Exposition building and Illinois Central and Michigan Central depots, was submerged. The land was gradually reclaimed, at great expense, and in 1869 that portion between Park Row and a continuation of Monroe Street was conveyed to the city, and the submerged land, east of the four hundred feet limit, to the Illinois Central Company. The title of the state to the lake-front, between Monroe and Randolph streets and Michigan Avenue and the Illinois Central track, was granted to this company, also to the Chicago, Burlington & Quincy and the Michigan Central companies, by an act, passed in 1869, for depot accommodations, in consideration of the payment of \$800,000 to the city of Chicago. In 1873, the act of 1869 was repealed, although it is claimed that the repeal did not affect the grant just mentioned.

Returning to 1857, it is found that by the completion of the section between Mattoon and H. L. Junction in September, 1856, there were seven hundred and four miles of road in operation, and, up to January 1, over \$25,940,000 had been expended upon the road. The earnings for the year show an increase of about sixty per cent. over those of the previous year. On the 1st of January, 1857, the Chicago branch was opened between Mattoon and Centralia. By March of that year, forty miles of the Dubuque & Pacific Railroad had been completed, and thirty-nine miles of the Mineral Point road, which joined the Illinois Central at Warren, were in operation. The western connection with the Peoria & Oquawka road had been made. The utmost exertions of the Illinois Central Company were next directed toward the development of the mineral resources of southern Wisconsin and the coal trade of southern and eastern Illinois and the adjacent country. In May, 1857, connections were established at Pana, Christian County, with the Terre Haute, Alton & St. Louis road, and an exchange of business was arranged with the Ohio & Mississippi road at Sandoval, Marion County. At that time the officers of the company were as follows: W. H. Osborn, president; E. Lane, resident director; J. N. Perkins, treasurer; W. K. Ackerman, secretary; George B. McClellan, engineer-in-chief; J. C.

ion; Silas Bent, superintendent of Chicago division; George Ackerman, assistant treasurer; Joseph Kirkman, auditor. The officers of the land department were: John Wilson, commissioner; P. Daggy, secretary; George M. Reed, cashier; J. B. Austin, registrar; John M. Douglas and David Stuart, solicitors.

Previous to 1857, the main line north of Centralia was without a direct connection with Chicago. In March of that year, arrangements were made with the Peoria & Oquawka Railroad Company to enable them to complete their road between the main line and the branch. This was done, the road crossing the main line one hundred and fifty-four miles north of Centralia and one hundred and eighty-nine miles south of Dunleith, and intersecting the branch eighty-one miles south of Chicago and one hundred and seventy-one miles north of Centralia. The year 1857 is marked by the completion of the extensive basin opening into the Illinois River at LaSalle, and the branch track from the Illinois Central to that point, which was the head of navigation of the Illinois & Michigan Canal. The new levee at Cairo, washed away in December, 1857, was finished during the spring of 1858. In April, an im-



portant change in the working of the company was made, by which all construction and repairs, except of rolling equipment, were placed in a separate department, under the chief engineer. The road was divided into four divisions, each in charge of a resident division engineer, who also acted as road-master. The first line extended from Cairo to Wapella, two hundred and thirty miles; the second, from Wapella to Dunleith, two hundred and twenty-five miles; the third, from the junction to the main line with the Chicago branch to Kankakee, one hundred and ninety-four miles; the fourth, from Kankakee to Chicago, fifty-six miles. The divisions were separated into sub-divisions, varying from forty to fifty miles, and the sub-divisions into sections of from three to six miles each. At that time, about one-half of the original grant of land (2,595,000 acres) remained unsold. The financial crisis of 1857, followed by the successive failures of two crops, told severely upon the prosperity of the road, which looked to the farmers for support. During 1857, in fact, the company was obliged to make an assignment of its property. The settlers themselves had cause for despondency in 1858, as many of them had made advance payments of interest on their tracts of land, expending the balance of the money they had brought with them in erecting their houses, fencing their farms, and purchasing stock. The farmers depended solely upon their crops to meet accruing payments to the company, and when these failed, ruin stared them in the face. The company see-



Clarke, master of transportation; S. J. Hayes, master of machinery; J. C. Jacobs, superintendent north divi-

ing, that to press the farmers was to drive them away, and embarrass the future, in many instances wisely extended the contracts; notwithstanding this, twenty-three thousand four hundred and sixty-eight acres, representing \$375,000 purchase money, reverted to

Horace Tucker

the company. This amount, however, did not represent a wide-spread disaffection and an alarming exodus; for the cancellations included the contracts of two individual speculations amounting to over twenty thousand acres, which sold for \$330,000. But the times were dark for those who remained upon their lands, many of the farmers actually suffering for the necessities of life; immigration was almost checked, and the prospect was, indeed, gloomy for the Illinois Central Company, which had seemed about to advance along such a bright career. The alarm spread to the foreign shareholders, and a committee was appointed in London to visit Chicago and New York, and look over the books of the company. Principally through the good offices and sound judgment of Richard Cobden, who was largely interested in the road, the foreign investors were placated, and brighter times brought complete satisfaction with their investment in the enterprise. After the harvest of 1859 had been garnered and sent to market, the business of the road showed a marked and encouraging increase—the Indian-corn crop being especially prolific. By the commencement of 1860, connection with Memphis and New Orleans had been completed; the Grand Trunk line, constructed to Detroit, had given the Illinois Central an outlet to the Great East, and the extension of the Dubuque & Pacific into Iowa was creating an important Western outlet and feeder. In that year, the increase in passenger traffic from the South, and in heavy river freights, was very great, and gladdened the hearts of the managers. The coal trade was also increasing, the company was striving for the cotton trade, and it was expected that trains would be running between Chicago and New Orleans, over the Mississippi Central, in February, 1861. The Mobile & Ohio line was rapidly approaching completion. In fact, the Illinois Central seemed destined, before the conclusion of the year 1861, to become the great connecting link between the Northeast and the Southwest, and an important factor in the Middle Western system. In April, 1860, the company met with a severe loss in the burning of the extensive car-shops at Chicago. In February, 1861, President Osborn announced that the company was relieved from its floating

J. Livingston Waters.

debt, and that its funded debt and its capital stock were each over \$15,000,000. But the Illinois Central was destined to pass through another season of financial depression, for, with the opening of the war, its increasing passenger and freight traffic from the South was suspended, and many of the most important of the grain markets were closed to the farmers. In April,

1861, the Government placed a force of troops in Cairo and from that time until the close of the war, over two hundred and fifty miles of the Illinois Central road, south of the Terre Haute line, were mainly used for the transportation of men and military stores. With the very abundant harvest of wheat and corn, the local traffic of the line north of the points named, would have supported the entire road, with ordinary market prices for the products of the country; but the surplus crops of the Northwest were thrown on to the lakes. The supply of vessels and canal boats was inadequate to the sudden and unexampled demand for transportation, whose rates consequently rose rapidly and reduced the net price of products to the Illinois farmer to so low a point as to leave no margin for profit. And the withdrawal of \$12,000,000 of the State-bank currency, based largely upon the securities of the Southern States, was another reason why the company had cause for uneasiness. At the close of the year 1861, although the company had been transporting troops at less than one-fifth of a cent per mile above the actual cost, the War Department still was indebted to it in the sum of \$207,000. No complaints were made, for the Illinois Central was noted throughout the war for its patriotism and the number of brave men whom it sent to the front; but this point is merely noticed to impress upon the general reader the fact that this corporation was making a brave fight for existence.

The next two years showed an increase in passenger traffic. During 1863, the Mississippi River was

Det. Jeffery

opened to trade, which led to profitable traffic upon the main line, good markets for the farmers and renewed immigration. Although the local traffic was interfered with by the requirements of the Government in sending forage and supplies for the armies in the Southwest, the general business was increasing and the rolling stock of the company assuming large proportions. The property consisted of seven hundred and six miles of railway, one hundred and thirty-three engines and three thousand five hundred cars. The machine shops were well furnished and the depots and station-buildings in excellent shape. The property of the company was valued at \$50,000 per mile, and a dividend of five per cent. had been declared during the year. In 1865, arrangements were entered into with the American and the Adams Express Companies for the carrying of money and parcels after May 1. For the year ending December 31, there was an increase of \$850,000 in gross earnings over the amount received in 1864. The Southern trade promised to be again restored; the equipment was increased by twenty-two new locomotives; over \$1,200,000 had been expended upon the repairing of the tracks; the debt had been reduced \$7,200,000 during the past seven years; and, altogether, the outlook for the Illinois Central Railroad Company, at the close of 1865, was encouraging in every aspect. The next year's exhibit was less promising, as there was no transportation of troops and supplies and little travel came from the shattered South. There was an increase of local freight business, but the net earnings of the

road were about the same. For the years 1867 and 1868, the net earnings were about \$2,400,000, and the management continued to re-lay the road. In November of the former year, the Illinois Central had leased the Dubuque & Sioux City Railroad, one hundred and forty-two miles in length. On the 1st of January, 1869, the bridge across the Mississippi, between Dunleith and Dubuque, was opened. The funded debt had been reduced to \$9,377,000 and 1,124,446 acres of land sold, leaving 526,690 acres still on the market when the year closed. In August, forty-eight miles of the Iowa Falls & Sioux City Railroad had been leased, and in December twenty-five more miles were acquired by the same legal process. By October, 1870, one hundred and fifty-nine miles of this road had been leased and were in operation; within the state of Iowa there were four hundred and two miles in operation; and the Illinois Central was now enabled to compete for the trade of Dakota and the Northwest. Arrangements had also been perfected with the Belleville & Southern Illinois Railroad, by which through passenger and freight trains were to run between St. Louis and Cairo; and negotiations were pending for the construction of the road between Cairo and the Mobile & Ohio Railroad. The ambition of the Illinois Central, so rudely dashed by the Rebellion nearly ten years previously, was soon to be realized. In 1870 and 1871, the State produced large harvests of corn, while other cereal crops were fair; the consequent increase of freight traffic in Illinois, however, but just met the decrease in Iowa, caused by the partial failure of crops in that state. Then came the Chicago fire, in which the company lost its passenger and freight depots, land office, several small buildings and twenty-six freight cars. Except the land office, the property was all insured. Elevator A, on the station grounds, owned by private parties, was also destroyed, seriously crippling the grain receipts. The grand total of the system operated at that time by the Illinois Central Company was over one thousand one hundred miles. The rolling stock consisted of one hundred and ninety-three locomotives, one hundred and sixty-two passenger coaches, and four thousand three hundred and forty-four freight cars. The number of acres of land sold in 1871 was 48,927, yielding \$459,404. The aggregate amount of land sold was 2,215,790 acres, leaving 379,210 acres at the disposal of the company, not including right of way and depot grounds.

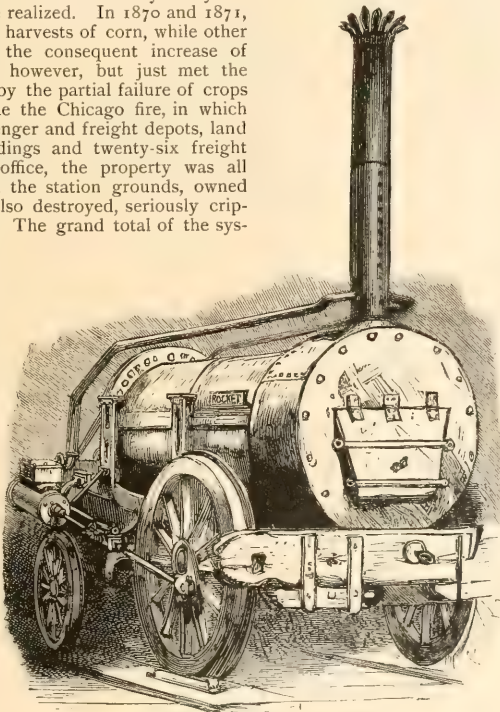
The following table shows the amount of gross earnings of the Illinois Central Railroad, from all sources, since its completion, in March, 1855, up to December 31, 1871, with the amount of tax on its Illinois earnings, paid into the State Treasury in accordance with its charter provisions:

YEARS.	GROSS EARNINGS.	STATE TAX.
1855	\$1,532,118 81	\$ 29,751 59
1856	2,476,035 27	77,031 66
1857	2,357,203 06	145,045 84
1858	1,976,578 52	132,005 53
1859	2,114,418 93	132,104 46
1860	2,721,590 94	177,557 22
1861	2,809,612 64	177,257 81
1862	3,445,826 88	212,174 00
1863	4,571,028 35	300,394 58
1864	6,329,447 20	405,514 04
1865	7,181,208 37	490,489 84
1866	6,546,741 47	427,075 75
1867	7,160,991 83	444,007 74
1868	7,817,629 24	428,397 48
1869	8,823,482 20	464,933 31
1870	8,678,958 22	464,584 52
1871	8,401,141 81	463,512 91
Total.....	\$85,034,043 82	\$4,979,038 88

JOHN M. DOUGLAS, one of the oldest of the railroad men of Chicago, was born at Plattsburg, Clinton Co., N. Y., August 22, 1819. His maternal grandfather, Elijah Weaver, was second lieutenant in the Revolutionary War, and his father, Congdon Douglas, served in the War of 1812, and fought at the Battle of Plattsburg. At the age of seventeen, he entered the law office of Sweetland & Beckwith, at Plattsburg, and read law for three years. He then came west and settled in Galena, Ill. After examination by the Supreme Court of the State, he was admitted to the Bar, at Springfield, in 1841, and opened a law office in Galena. In 1856, he came to Chicago, and, in 1857,

was appointed general solicitor for the Illinois Central Railroad. He was afterward elected vice-president, and served in both offices until elected president of the company in 1865. In 1871, he retired from the service of the company, but was re-elected in 1873 and served until 1876, when he retired permanently from active management of the company and from business life. In 1881, he was appointed by Judge Drummond receiver of the Ohio & Mississippi Railway. Mr. Douglas was a sufferer, in common with thousands of others, by the great fire, losing his elegant mansion on Erie Street, with all its valuable contents. He is a Democrat in politics, but is not inclined to active political life. Mr. Douglas was united in marriage to Miss Amanda Marshall, of Plattsburg, N. Y., and has had three children; Helen, the wife of James Charney, the lumber dealer; Anna, the wife of Walter Neef, the western manager of the Associated Press; and John Marshall Douglas.

JAMES C. CLARKE, president of the Illinois Central Railroad Company, has been pronounced by competent authorities one of the most practical and discriminating railroad men in the country. He was born in 1826, in Montgomery County, Md., and commenced his long and successful career, when only eighteen years of age, in the employ of the Baltimore & Ohio Railroad Company. For ten years he remained in the employ of this corporation in various subordinate positions, and, in 1854, became superintendent of the Central Ohio Railroad, and in 1855, came west to Chicago as superintendent of the northern division of the Illinois Central Railroad. In 1856, he assumed the general superintendency of the



THE "ROCKET" LOCOMOTIVE.

employ of the Baltimore & Ohio Railroad Company. For ten years he remained in the employ of this corporation in various subordinate positions, and, in 1854, became superintendent of the Central Ohio Railroad, and in 1855, came west to Chicago as superintendent of the northern division of the Illinois Central Railroad. In 1856, he assumed the general superintendency of the

same road, which position he continued to hold for three years, thus carrying the enterprise through the most trying period of its existence. In 1850, he severed his connection with the Illinois Central, to become superintendent of the Northern Central Railroad. He discharged the duties of this important trust with his usual energy and success until 1862, when he withdrew from the railroad field for some years and devoted himself to private business. From 1850 to 1852, he was president of the Chesapeake & Ohio Canal Company, and from 1852 to 1854 vice president and general manager of the Erie Railroad. In September, 1854, he assumed the management of the Illinois Central Railroad Company, and continued as general manager of the road until January, 1857. From January, 1857, to August, 1858, Mr. Clarke was vice-president and general manager of the Illinois Central and Chicago, St. Louis & New Orleans railroads. In August, 1858, he was chosen to his present position, at the head of the great Illinois Central system of railroads.

PETER DAGGY, land commissioner of the Illinois Central Railroad Company, was born October 25, 1819, on a farm about two miles west of the village of Mount Solon, Augusta Co., Va. His parents, Michael and Sybil Daggy, were of remote German descent, but of American birth. The son, Peter, worked on his father's farm during his boyhood, and obtained his education by attending the country school during the winter terms. The parents resided there until Peter was sixteen years old, and then they came west, locating at Frankfort, Ind. The senior Daggy had been brought up to the trade of stonemason and bricklayer, but after his marriage he betook himself to farming, which occupation he followed the rest of his days. The family resided in Frankfort about a year, and while there Peter wrote in the County Recorder's office. In 1837, his father purchased a farm near Greencastle, and Peter went with him; but he was discontented with farm work, and he persuaded his father to let him learn the printing business. He went to work on an agricultural paper at Greencastle, and was there for several years. He was afterward employed in a dry goods store for a short time, and then entered the Asbury University, at Greencastle, where he remained about a year. His education remained uncompleted, owing to his means being exhausted, and he went to working in the office of the Clerk of the Circuit Court, where he remained for several years. During this time he studied law and was admitted to the Bar. During his fifteen years' residence in Indiana, he was elected Presiding Justice of the County Court, and resigned the office in January, 1850, to accept a clerkship in the government land office, at Washington, D. C. He remained there until June 30, 1853, and at the time of his removal he was at the head of the swamp land division in the land department. In the latter part of 1855, he came to Chicago to accept a position as clerk in the land department of the Illinois Central Railroad. He was a clerk for about two weeks, and on January 10, 1856, was made secretary of the department, which office he held until March 4, 1871, and was then elected commissioner of the land department. This position he now occupies, and in all his various connections with the Illinois Central has performed his duties with the utmost satisfaction. In December, 1860, Mr. Daggy was elected alderman in this city, and served until December, 1872. During his term of office, the court house and city hall building was erected, and just completed prior to the fire of 1871. Mr. Daggy was married at Danville, Ind., April 23, 1843, to Miss Nancy Jane Matlock. She died in the city of Washington, January 26, 1851, leaving two sons, Henry Clay Daggy and Charles. The former enlisted in Company "D," 10th Regiment of Illinois Infantry Volunteers, at the age of seventeen, and at the battle of Stone River, Tenn., received his death wound. The son Charles died in this city November, 1864, at the age of eighteen. On December 4, 1851, Mr. Daggy was married to Miss Julia Lunt, of Washington, D. C. They had six children, but only one is now living. This is a son, John Julian Daggy. Mr. Daggy was admitted to the Masonic Order at Greencastle, Ind., where he was made a member of Temple Lodge, No. 47, in April, 1843. He is a member of Landmark Lodge, No. 422, A. F. & A. M., of Fairview Chapter, No. 161, R. A. M.; of Temple Council, No. 65, R. & S. M., and of Apollo Commandery, No. 1, K. T., of this city. He has passed all the chairs of subordinate lodge, chapter and council. Mr. Daggy has always been a Whig-Republican, and did a great amount of hard work for the cause during the rebellious times.

HORACE TUCKER, general freight agent of the Illinois Central Railroad, was born May 29, 1842, in Salem, Mass. Mr. Tucker, during his boyhood, attended the common schools of his native town, and after leaving school he was employed in a crockery store in Salem. He remained in that employment for about six years, and when he was twenty-one years of age he commenced "to make his fortune." Although he has had hard work in the railroad service he has doubtless satisfied his ambition to make a success in life, at least the public so consider his experience, for certainly no western man stands higher in the estimation of the shipping public than Horace Tucker. He

has always been in the service of the Illinois Central Railroad, commencing with that corporation January 8, 1862, as ticket agent in the Central Depot, Chicago. He held that post until January 1, 1870, and was then made cashier in the treasurer's office. He retained that position for nearly four years, during which time he gained a considerable knowledge of the proper management of the affairs of a railroad. He concluded to identify himself with a department of the Illinois Central, and September 15, 1874, took a clerkship in the freight office, and, during his short term of employment in that capacity, mastered the details of the freight business. Three months after his appointment as clerk, or on January 1, 1875, he was made general freight agent of the Iowa and Illinois Division of the Illinois Central, and he occupies that prominent and responsible office at the present time. Mr. Tucker is an agreeable, courteous official, and has won the esteem of all who have had business relations with him. He was married at Salem, Mass., September 11, 1866, to Miss Carrie P. Rowell; they have three children—Fred, Bessie and Sadie.

WILLIAM K. ACKERMAN, ex-president of the Illinois Central Railroad, dates his connection with this corporation from May 28, 1852. Actual work upon the line was commenced May 14, 1851, and the very first train that entered Chicago over the Illinois Central Company's track was on May 21, 1852. So it is readily seen that Mr. Ackerman was in the service of the company almost from the date of its inception. The main office of the corporation was then, as it is now, located in New York. Mr. Ackerman, who was born in that city on January 29, 1832, took a position with the Illinois Central Railroad Company when he was twenty years of age, shortly after completing his education in the male high school of Gotham. From May 28, 1852, to November 21, 1855, he was assistant secretary and transfer clerk, and from the latter date was the secretary up to the time of his removing west, September 10, 1860. Upon coming to Chicago, he was appointed local treasurer, and held that office until April 14, 1871; then he took the treasurer's position of the corporation, and handled its finances till January 28, 1875. On May 29, 1872, he was elected a director of the company, and so continued up to the time of his withdrawal from active service. In January, 1875, having been appointed general auditor of the road, he assumed the duties of his new position, introduced a new system of accounts, and directed the work of that office until July 17, 1876, when he became vice-president. He was elected president October 17, 1877, and filled that chair until August 15, 1883, and then returned to the vice-presidency, which he held until his retirement from the road, January 1, 1884. During his thirty-two years connection with this company, Mr. Ackerman has undoubtedly done as much toward bringing the Illinois Central up to its present high standard as any other one man. Energetic in developing its facilities, consistent in forming new plans for the benefit of the road and the public, and always endeavoring to improve its system, he retired from the management and connection with a most creditable record. It was largely owing to his efforts that the splendid suburban system of the Illinois Central Company was introduced. At the present time, Mr. Ackerman is connected with the Baltimore and Ohio Railroad, in an advisory position in the management of its western affairs, with headquarters in this city. He was married, November 30, 1858, to Miss Alida Reynolds Lewis, at Cortland, N. Y. They have two daughters, Mrs. George W. Meeker, of this city, and Miss Gertrude McKinley Ackerman. Mr. Ackerman is an active member of the Chicago Historical Society, and has always taken an interest in all matters relating to the history of this State. He is the author of a valuable work, entitled "Early Railroads of Illinois," and has also contributed a large number of articles on the subject of railways and their management to the North American Review and other periodicals, as well as to the daily press. He is regarded an authority on railway questions, and his opinions are given the credit which they well deserve.

BENJAMIN FRANKLIN AYER, general solicitor of the Illinois Central Railroad, was born in Kingston, Rockingham Co., N. H., April 22, 1825. His family is one of the oldest in New England, he having descended, in the eighth generation, from John Ayer, of England, who settled in Haverhill, Mass., in 1645. After preparing himself at the Albany (New York) Academy, Mr. Ayer entered Dartmouth College, where he graduated in the year 1846. On completing his literary studies he determined to make the law his profession, and spent three years in perfecting himself, part of the time attending the Dana Law School of Harvard College. He was admitted to the Bar in July, 1849, and then went to Manchester, N. H., to practice his profession. Having received a splendid education, both general and legal, and being endowed with natural abilities for the profession, he soon made a high reputation; and so won the confidence and esteem of the people of Manchester, that he was sent to the Legislature in 1853. In 1854, he was appointed prosecuting attorney for Hillsborough County, N. H., and held that office until the date of his removal to Chicago, in 1857. He

was admitted to the Bar of this State on May 15 of that year, and he as rapidly rose in the regard of our people and of the profession as he had in his Eastern home. In 1861, he was appointed corporation counsel, and served as such five years, during which time he prepared the revised charter of the city, in 1863. He was afterward of the law firm of Beckwith, Ayer & Kales, and in 1875 of the firm of Ayer & Kales. In December, 1870, he was tendered the office of general solicitor of the Illinois Central Railroad Company. Prior to this he had devoted his attention to corporation and railroad law, and had distinguished himself in this class of legal practice. He accepted the offer of the Illinois Central Company, gave up all other practice, and since 1876 has devoted himself to the legal department of that corporation. For the past four or five years, he has been president of the Western Association. He is a member of the Chicago Club, Chicago Literary Club, and Kenwood Club. Mr. Ayer was married in 1868, to Miss Jennie A., daughter of Judge Hopkins, of Madison, Wis. They have three children, Walter, Mary Louise and Janet. The family have resided in Hyde Park since 1873, and they are attendants of St. Paul's Episcopal Church, of which Mr. Ayer is a vestryman.

HENRY DEWOLF, assistant treasurer of the Illinois Central Railroad Company, is the son of William F. DeWolf, an old

Janesville, fifty-two miles. This road, sold under foreclosure in June, 1859, became the basis of the Chicago & North-Western Railway Company.

Returning to the Galena & Chicago Union Railroad Company, at the point in 1857 where it was left in the first volume of this work, it is found that at the annual meeting of the directors, chosen in June of that year, the following officers were elected: John Bice Turner, president; William H. Brown, vice-president; William J. McAlpine, chief engineer. The additional officers were: Secretary, William M. Larrabee; treasurer, Henry A. Tucker; auditor, George M. Wheeler. During the next six months the whole of the second track between Chicago and Turner, thirty miles, was completed and used. Over nine millions dollars had already been expended on the line. By the year 1858, the Galena & Chicago Union Railroad had been constructed from Chicago to Freeport (main line), one hun-



THE OLD GALENA DEPOT.

and honored resident of Chicago and a law practitioner of long standing. He was born in Alton, Ill., in 1846, and came to Chicago, with his parents, four years later. Mr. DeWolf received his education in this city, and graduated from one of the high schools. In 1868, he went into the land department of the Illinois Central Company, where he remained for about four years. He first held the position of clerk, then private secretary to Commissioner John C. Calhoun, and at the time of his leaving that office he held the position of cashier. On January 1, 1872, he was promoted to private secretary to the president of the road, John Newell, now of the Michigan Central. Mr. DeWolf was in the president's office until January, 1874, when he took the post of cashier in the treasurer's office. He was made assistant treasurer, upon the promotion of J. C. Welling to the office of general auditor, and has had charge of the Illinois Central's local financial business for the past nine years. Mr. DeWolf is a member of the Union League Club of this city, and is held in high esteem by his personal associates. His business relations with the company have effectually demonstrated the perfect confidence in which he is held for his business and personal integrity.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
—The Illinois and Wisconsin Railway Company was organized December 30, 1851, and the road built from Chicago to Cary, a distance of thirty-eight miles, in 1854. In March, 1855, it was consolidated with the Rock River Valley Union Railroad Company, which, during the previous year, had constructed its road from Minnesota Junction to Fond du Lac, a distance of twenty-nine miles. The new company was called the Chicago, St. Paul & Fond du Lac Railroad Company, and during 1855 it extended its line from Cary to

dred and twenty-one miles; Belvidere to Magnolia (Beloit and Madison branch), one hundred and eighteen miles; Junction to Fulton (Dixon and Iowa Central branch), one hundred and thirty-six miles. The entire equipment consisted of sixteen locomotives, forty-one first-class passenger cars, twenty-two second-class and baggage cars, eight hundred and sixty covered freight cars, one hundred and fifty platform and one hundred and one burden freight cars, one hundred and twenty-two hand repairing cars, one hundred and thirty-four small gravel cars, one paymaster's and one wrecking car. At that time, also, the company owned real estate as follows: Near Harlem Station, nine miles west of Chicago, three thousand three hundred acres; main line and Beloit branch, including sixty-two acres in Chicago, one hundred and sixty-five acres; one hundred and sixteen acres on the Chicago, Fulton & Iowa line; sixty-eight acres of gravel pits; miscellaneous, three thousand four hundred and ninety-one acres; total, eight thousand and eighty acres. The miscellaneous item included "wooded land," which, when cleared, was re-sold by the railroad company. Contracts were in force with the Chicago, Burlington & Quincy Railroad, requiring the company to transport all business to and from Chicago over that portion of the Galena & Chicago Union east of the Junction, and prohibiting them from competing for business on the Illinois Central north of Amboy. A

joint contract was in force with the Mineral Point and Illinois Central companies, providing that the former should send all its business, the destination of which it could control, for twenty years, over the Galena & Chicago Union Railroad. The Fox River Valley Railroad Company was to send all its business over the Galena & Chicago Union, the latter to allow fifteen per cent. of its earnings over the road more than two miles north of Elgin. For the use of the Beloit & Madison, the Galena & Chicago Union was to pay ten per cent. of its earnings on the road more than six miles north of Beloit, passing over the main line between Belvidere and Chicago, when it should be put in operation between Beloit and Madison. Besides the above contracts, a running arrangement was in force with the Illinois Central, by which the roads from Chicago to Dunleith were worked as a complete line. By December 31, 1858, there was no floating debt, the funded indebtedness of the company being \$3,783,015. Connection had been formed at Bass Creek, Wis., between the line of the Beloit & Madison Railroad, operated by the Galena & Chicago Union and the southern Wisconsin branch of the Milwaukee & Mississippi Railroad Company, so that cars were running to Janesville, Wis., May 17, 1858. In November of that year, the Fox River Valley Railroad Company reorganized under the name of the Elgin & State Line Railroad Company, and a contract was made with the Galena & Chicago Union, to run for five years.

The hard times of 1857 were having their effect upon the Chicago, St. Paul & Fond du Lac Railroad Company, making it impossible to meet the interest on its bonds. An act was passed by the Legislature, February 19, 1859, authorizing the sale of the road, and on the 14th of March another was passed to facilitate the formation of a corporation which should operate it. By agreement of the bondholders and stockholders, Samuel J. Tilden and Ossian D. Ashley were appointed their agents to attend and supervise the sale. This took place on the 2d of June, when William B. Ogden, James F. D. Lanier, William A. Booth and James Winslow, trustees of the road, turned over all the property to these parties. Five days later, the Chicago & North Western Railway Company was formed by the purchasers, the road extending from Chicago to Oshkosh, Wis., one hundred and ninety-three miles, and from Oshkosh to Appleton, twenty-eight miles. Its officers were as follows: William B. Ogden, president; Perry H. Smith, vice-president; George L. Dunlap, superintendent; George P. Lee, treasurer; James R. Young, secretary; E. DeWitt Robinson, general ticket agent; and N. Gup-till, general freight agent. The plan adopted for the completion of the line to Oshkosh provided for a fund of \$600,000, to pay for right of way, construction, depots and other buildings. The line was put in operation during the year 1860, at an additional expenditure of less than \$350,000. This was less than \$9,000 per mile, the uncompleted section being sixty-three miles. In order to obtain the land granted by Congress to the Chicago, St. Paul & Fond du Lac road, it was necessary to extend the line some three miles beyond Oshkosh. The total expenditure up to January 1, 1860, on the line between Janesville and LaCrosse (now Minnesota) Junction, was \$1,762,206, and from April 1, 1860, to January 1, 1861, from Chicago to Oshkosh, \$87,487. Add to this the amount previously laid out, and nearly \$700,000 is found to have been expended on these sections. Up to January 1, 1861, over \$134,000 had been expended on new equipment, the total debt of the road, except funded, being \$334,491.01. The funded debt now

amounted to \$3,524,200; the capital stock of the company to \$6,028,300; the net surplus to \$335,212; and length of its track to three hundred and thirty-five miles. Since the organization of the Chicago & North-Western Railway Company in June, 1859, the equipment of the road had been increased by the addition of fifteen locomotives, three passenger cars, one baggage car, two hundred and fifty six box cars, and seventy-five platform cars, making twenty-nine first class locomotive engines, nineteen first class passenger cars,—in all over seven hundred cars. By act, approved by the Wisconsin State Legislature in April, 1861, the Chicago & North-Western Railway Company was authorized to locate a line of its road, or a branch, by way of Fort Howard or Green Bay, Wis., to the north line of the State, at the Menominee River. It was not built until in the fall of 1862, as at that time (the spring of 1861) the road was unable to meet the interest on its first mortgage bonds, and on April 11, 1861, the bondholders held a meeting in New York City. The committee then appointed visited Chicago, to look over the valuable grounds of the company in this city, to report upon the best way out of the financial embarrassment, and to ascertain whether it was expedient to extend the road from Appleton to Green Bay and west from Neenah to Waupaca, Wis. As was to be expected, although the extension was looked upon as important, and as a necessary development of the system soon to be made, the committee, after visiting the towns and attending enthusiastic meetings, "withheld their recommendation." In December, 1861, the Chicago & North-Western Company proposed to Brown County to exchange \$49,500 of its stock for an equivalent in county bonds, and the proposition was accepted in the next month. The road was formerly opened to the public on November 13, 1862. Congress had granted eighty acres of land for depot purposes from the military reservation, and the line was already stretching toward Marquette. In Chicago, arrangements had been made with Munn & Scott for the erection of a large grain elevator on the depot grounds, this firm being already the owners of another elevator connected with the company. One was also to be erected at Green Bay.

In the meantime (in January, 1862), forty miles of the Cedar Rapids & Missouri River Railroad had been completed and leased to the Galena & Chicago Union. The lease dated from July, so that in the summer of 1862 the Galena & Chicago Union Company controlled a direct line from Chicago to Marshalltown, Iowa, one hundred and fifty-one miles west of the Mississippi River. A partition of land held jointly by the Galena & Chicago Union, the Pittsburgh, Fort Wayne & Chicago and the Chicago, Burlington & Quincy railroad companies, on the South Branch of the Chicago River, was made during that year. The latter company was then constructing a new line of road into Chicago from Aurora, to be used in lieu of the thirty miles of the Galena & Chicago Union line. Notice had been given of a discontinuance of the use of this line after May, 1864. By the opening of the Chicago, Iowa & Nebraska Railroad, which was leased to the company in July, 1862, the Galena & Chicago Union operated a continuous line from Chicago to Cedar Rapids, via Clinton. During the year, also, the passenger depot of the company at Chicago, which had been built before the completion of the Freeport line, was enlarged so as to give an additional story and bring together under one roof all the general offices.

The Dixon, Rockford & Kenosha Railroad Company, whose line was built from Chicago to Rockford,

seventy-two miles, was consolidated with the Chicago & North-Western Railway Company, January 19, 1864.

On the 2d of June, 1864, the two corporations whose history has been traced, in a general way, up to this time—the Galena & Chicago Union and the Chicago & North-Western companies—were consolidated. At the time of the consolidation, the system controlled by the new corporation was as follows: From Chicago via Janesville, Fond du Lac, Oshkosh and Appleton, to Green Bay, two hundred and forty-two miles; Kenosha to Rockford, the junction of the old Galena road on Rock River, seventy-three miles; the Galena & Chicago Union lines, both owned and leased, five hundred and twenty-one miles; the Peninsula Railroad, seventy miles; total, nine hundred and six miles. The new company assumed the name, "Chicago & North-Western Railway," because the outlet to the Mississippi River, by way of Galena, had long since passed under the control of the Illinois Central road. The Dixon Air Line, built west from the Junction to the Mississippi River, at Fulton, had been put in operation to meet this demand. All the roads branching out from Chicago now controlled by this company run in a general northerly or westerly direction—hence the name. The adoption of the name also involved no change of books or blanks from those used by the old Chicago & North-Western Railway Company.

At the time of the absorption of the Galena & Chicago Union Railroad Company, its officers were: William H. Brown, president; Edward B. Talcott, general superintendent; Augustine W. Adams, general freight agent; George M. Wheeler, auditor; Willard S. Pope, engineer; Elliott Anthony, attorney; W. M. Larrabee, secretary; Henry A. Tucker, treasurer.

The officers of the Chicago & North-Western Railway Company in June, 1864, were as follows: William B. Ogden, president; Perry H. Smith, vice-president; George L. Dunlap, superintendent; George P. Lee, treasurer; James R. Young, secretary; B. F. Patrick, general ticket agent; Charles S. Tappen, general freight agent. Since the lease of the Cedar Rapids & Missouri River road to the Galena & Chicago Union, in 1862, the line had been extended to Boonesboro', two hundred and four miles west of the Mississippi River, leaving about one hundred and thirty miles of road to complete to the Union Pacific at Omaha, so that this has been added to the North-Western system. Just previous to the consolidation, the Galena road had commenced the construction of a bridge across the Mississippi at Clinton, and during the year 1864 it was completed by the Chicago & North-Western. The Peninsular Railroad Company, of Michigan, operating a line sixty-two miles in length from Escanaba to Negaunee, was consolidated with this voracious corporation in October of that year. In June, 1865, Joseph B. Redfield, now auditor of the road, became assistant secretary.

No changes of importance were made among the officers from June, 1865, until June, 1867, when they were as follows: William B. Ogden, president; Perry H. Smith, vice-president; M. L. Sykes, Jr., second vice-president; James R. Young, secretary; Albert L. Pritchard, treasurer; George L. Dunlap, general superintendent; James H. Howe, general solicitor; William H. Ferry, acting director of the Galena Division; George P. Lee, local treasurer; Charles S. Tappen, general freight agent; B. F. Patrick, general passenger agent. The company now held the stock of the Green Bay Transit Company, transacting business between Fort Howard and Escanaba, the terminus of the Peninsula Railroad, now "Division." It also controlled the

Chicago & Milwaukee Railway Company, eighty-five miles.

Up to this time, the entire amount expended upon the Chicago & North-Western Railway system was, in round numbers, \$49,232,000. Since the consolidation, \$2,777,000 has been laid out upon it. In June, 1870, John F. Tracy became president of the road, while the other officers were as follows: M. L. Sykes, Jr., vice-president; Albert L. Pritchard, secretary and treasurer; James H. Howe, general solicitor; George L. Dunlap, general manager; John C. Gault, general superintendent; J. B. Redfield, auditor; C. C. Wheeler, general freight agent; and H. P. Stanwood, general passenger agent. The year 1870 marks the completion and connection of the road with the Winona & St. Peter line, making one hundred and twenty-one miles included in its Minnesota Division. By June, 1871, the Chicago & North-Western Railway Company operated one thousand two hundred and twenty-six miles of road, having during the previous January absorbed the Beloit & Madison Railroad Company. Its rolling stock, since the date of the Galena & Chicago Union consolidation, had increased from two thousand four hundred and twenty cars to six thousand four hundred and sixty, and over \$54,000,000 had been expended upon the entire system during the past twenty-five years. Its common stock amounted to \$14,720,000, its preferred to \$20,415,000, and its funded debt to \$12,800,000.

In June, 1871, at which time this history of the road closes in this volume, the Chicago & North-Western Railway Company was officered as follows: John F. Tracy, president; M. L. Sykes, Jr., vice-president; Albert L. Pritchard, secretary and treasurer; James H. Howe, manager; John C. Gault, superintendent; E. H. Johnson, chief engineer; B. C. Cook, solicitor; M. M. Kirkman, treasurer; Joseph B. Redfield, assistant secretary and auditor; R. W. Hamer, purchasing agent; C. C. Wheeler, freight agent; and H. P. Stanwood, ticket agent.

ALBERT KEEP, president of the Chicago & North-Western Railway system, was born in Homer, Cortland Co., N. Y., in 1826, and received his education at the common school and the academy of his birthplace. From 1841 to 1846, he was a clerk in a general country store in his native town. In 1846, he came west and located at Whitewater, Wis., immediately engaging in mercantile pursuits. He remained thus employed at that town until 1851, when he came to Chicago and entered the wholesale dry goods business as a member of the firm of Peck, Keep & Co., which comprised Philander Peck, Albert Keep, and the latter's brother, Henry Keep. The business house was No. 211 South Water Street, and Mr. Keep remained therein until 1857, when he closed out the interests of the firm and sold to their successors, Harmon, Aiken & Gale. Mr. Keep then invested largely in real estate, and erected numbers of buildings, which he rented or sold as the real estate market proffered advantages for doing. When the fire of October, 1871, swept over the city, it destroyed his office and a number of his buildings. He immediately erected others, and continued in real estate and building enterprises until June, 1873, when he was proffered the position he at present occupies. Mr. Keep was also a director of the Lake Shore & Michigan Southern Railroad from 1865 until 1882.

MARVIN HUGHITT, second vice-president and general manager of the Chicago & North-Western Railway, and president of the Chicago, St. Paul, Minneapolis & Omaha Railway and of the Sioux City & Pacific, and Fremont, Elkhorn & Missouri Valley Railroad companies, was born in August, 1837. He commenced his business life as a telegraph operator, was one of the first operators connected with the service in the west, and left the telegraph business proper to take service with the Chicago & Alton Railroad in 1856, with which he was employed as telegraph operator, superintendent of telegraph, and chief train-despatcher. He entered the service of the Illinois Central Railroad in 1862, and was successively superintendent of telegraph, train master, assistant general superintendent and general superintendent. In 1871, he became assistant general manager of the Chicago, Milwaukee & St. Paul Railway, and in the autumn of 1871 was appointed general

superintendent of the Pullman Palace Sleeping Car Company. In February 1872, he became connected with the Chicago & North-Western Railway; was general superintendent until June, 1876, when he was also appointed general manager, and in 1880 was elected one of its vice-presidents. Since that date, he has been its second vice-president and general manager. In December, 1882, he was elected president of the Chicago, St. Paul, Minneapolis & Omaha Railway, and in July, 1884, he was elected president of the Sioux City & Pacific Railroad and of the Fremont, Elkhorn & Missouri Valley Railroad, and at present occupies those positions.

PERRY H. SMITH, who in his lifetime was one of Chicago's prominent and most influential citizens, was a man possessing rare qualities of both mind and heart. He was born, March 28, 1828, at Augusta, Oneida Co., N. Y.; his father was Timothy Smith, an influential business man of Augusta, his mother was Lucy Avery, a descendant of a well-known family of that name in Connecticut, and was in every way a worthy and estimable lady. When thirteen years of age, Perry entered Hamilton College, where, five years later, during one of which he was confined at home by illness from overwork, he graduated with high honors, standing second in his class. He then entered, as a student, the law office of N. S. Benton, a prominent attorney at Little Falls, N. Y., and on March 28, 1849, the day on which he attained his majority, was admitted to the Bar by Judge Peckham, at Albany, N. Y. In October of that year, he came west and after looking over Kenosha and Milwaukee, established himself at Appleton, in the practice of his profession, and almost from the time of his arrival took a prominent part in developing what then was a village of two houses and a part of Brown County. In 1851, he was elected the first county judge of Outagamie County, over Professor James M. Phinney, serving a fractional term and declining a re-election. In 1854, he was elected to the Assembly from the district composed of Outagamie, Oconto and Waupaca counties, and at once became one of its most influential members. In 1855, he was elected to the State Senate. He was both able and influential in that body. In 1857 and 1858, he was elected to the Assembly. The last year, a very bitter and acrimonious contest, partially of a personal nature, was waged upon him and upon the Democratic ticket, and he felt so sore over it that he determined to, and did in 1856, remove from Appleton to Chicago.

In 1856, a special session was held for disposition of the immense land grants made by the National Government to Wisconsin, to aid in the construction of railroads. Mr. Smith succeeded in maintaining legislation so that the "Superior" grant to aid the building of a road from Fond du Lac, Oshkosh, and Appleton to Lake Superior, was transferred to a new company, which, as was intended, was soon consolidated with the Chicago, St. Paul & Fond du Lac Railroad Company. Mr. Smith became vice-president of the company, and when, some time later, it was reorganized as the Chicago & North-Western, he took the same position with the latter. Milwaukee having opposed him in everything, in and out of the Legislature, Mr. Smith resolved to "get even" with its citizens. In that day, the "Milwaukee scheme" was to leave Neenah, Menasha and Appleton out of the line of road, and to strike northwardly from Oshkosh. Mr. Smith stood by the Lower Fox River region, and thus carried out his threat; for through the disposition of the grant, which he was chiefly instrumental in effecting, and the consequent extension of the Chicago road, a great deal of trade, naturally tributary to Milwaukee, was diverted to Chicago. After he was elected vice-president of the North-Western, he gained the confidence of William B. Ogden to such an extent that he was virtually the actual manager of the road and shaped its policy. It is said that during all the time he was a successful railroad manager he never forgot his hostility to Milwaukee. While living at Appleton, he made investments in lands and lead and iron mines, and these, together with his railroad connections, made him wealthy. In 1857, Mr. Smith removed to this city, and for two years lived on the northeast corner of Cass and Erie streets. He then bought a residence at the corner of Pine and Huron streets, and occupied it until it was burned in the great fire of 1871. After that event he built the magnificent residence on the same site, and which is still occupied by the family. It cost about \$200,000, and was furnished with great magnificence, and, in 1874, when it was finished, was regarded as the most beautiful residence in the city. In 1868, he retired from the management of the North-Western Railway, and set about collecting the assets he had accumulated. He made several trips to Europe, and traveled extensively in this country. The relinquishment of business, however, acted unfavorably upon him, and about 1870 his mind began to fail him. This affection steadily grew worse until, in 1871, when it became necessary to have a conference upon his affairs after his death. His wife accepted this view under the impression of the occasion, but later relinquished its responsibility to his poor eldest son. The affection of Mr. Smith's mind showed itself chiefly as a loss of memory. Up to within a few weeks of his death he could converse rationally on almost any

subject. His ideas and intentions on politics and current events were clear and logical, and his conversation as entertaining as ever. His memory, however, was so treacherous that he often failed utterly to recall one day what he had said or done the day before. His malady, however, was of an incurable nature, and in March, 1885, had reached a stage extremely critical. His illness terminated in his death, which occurred on the 29th of that month, at the age of fifty-seven years and eleven days. At his death, Mr. Smith left a wife and four children, all of whom were comfortably provided for out of the handsome estate he had accumulated during the years of his active business life. Mr. Smith was married, in 1851, to Miss Emma A. Smith, daughter of Rev. Reeder Smith, of Appleton, Wis. The children, already mentioned, are Perry H., Jr.; Ernest F.; Emma, now the wife of F. A. Sawyer, of Boston, Mass., and William D. Thus briefly have been sketched the life and character of Mr. Smith, and though little or no attempt has been made at laudatory comment, yet the simple facts as they have been stated show his worth and ability, and that in every sense of the word he was a self-made man. He was always industrious, brave and self-reliant; it was not his nature to ask favors of anyone, although no man prized true friendship higher than he. He won his way in the world by the force of his own genius and will, and being possessed of a fine education, comprehensive views, excellent judgment, great energy and geniality, these qualities brought to him not only his success, but a very large circle of warm and appreciative friends.

JOHN BICE TURNER, for many years one of the most able, public-spirited and trustworthy of Chicago's early citizens, stands as a corner-stone of the great Chicago & North-Western Railway system. William B. Ogden and himself are to day recognized as having been the most powerful agents in the establishment of the Galena & Chicago Union Railroad Company, which may be called the foundation of its giant successor. It is full of interest as well as instruction to trace the life of such a man along the rugged pathway by which he reached his ultimate success. His record as a railroad pioneer commences as early as 1835, in the state of New York. Having not yet recovered from the business reverses sustained a few years previously, in April, 1835 being then a young man of thirty-four, he set to work, under contract, to build seven miles of the Ransom & Saratoga Railroad. This being accomplished, he was placed in charge of the entire road and had the honor of putting in service the "Champlain," a locomotive engine of five tons weight, and the second of its kind to appear in the northern states. Most of the "trains" were drawn by horses, of which the company purchased thirty, and Mr. Turner built a barn every ten miles along the road, for their accommodation. In November, 1835, ground was broken by himself and his partner, as contractors, for the construction of the Delaware division of the New York & Erie Railroad Company. The financial crash of April, 1837, however, carried that corporation with it and caused the temporary ruin of the young contractor and his partners. Subsequently, the company resumed operations, and the \$16,000, which it was feared had been permanently lost, was recovered. His next venture was in partnership with his brother-in-law, John Vernam, in the building of the Genesee Valley Canal. When, in 1840, the State suspended work upon it, Mr. Turner himself received another set-back. The enterprise was resumed, however, and finished, also a section of the Troy & Schenectady road, by the spring of 1843. This placed Mr. Turner in more comfortable circumstances, and he resolved to locate in the west. In company with his wife, he made a journey of observation as far west as the Mississippi River. Determining to settle in Chicago, he returned to Troy for his two younger children, leaving his oldest boy in Williamstown College. He arrived in the Garden City on October 15, 1843, boarding, with his family, at the old Tremont House. Early in the spring, Mr. Turner purchased one thousand acres of prairie land lying south of Blue Island and put upon it an immense flock of sheep which he had brought from Ohio. He was now in such comfortable circumstances that he was enabled to devote his active mind to larger projects connected with the improvement of the new country which he had made his home. A railroad from Chicago to the Fox River was the all-absorbing topic among the active and broad-minded men of the state and the city. The Galena & Chicago Union Railroad Company had been inaugurated several years previously, and a small section of the road constructed, when the funds gave out and work was suspended. In 1847, ten years after the building of this crude excuse for a railroad, Messrs. Ogden and Turner resuscitated the enterprise, and on the 5th of April, 1847, the former was elected president and Mr. Turner acting director of the road. Soon afterward, Richard P. Morgan made a survey of the line, and the two enthusiastic and able officials traveled through the country soliciting subscriptions. When Mr. Turner was elected president of the company, in December, 1850, the line had been extended from Chicago to beyond Elgin, and by September, 1852, it had reached Freeport, where it connected with the Illinois Central. Under his administration, the



P. L. Smith



Dixon Air line was completed to Fulton, and during that period the line across the state of Iowa was partially finished. He resigned the presidency in 1858, after having been, with the exception, perhaps, of William B. Ogden, the most efficient laborer in laying the foundation of one of the greatest railway systems in the world. In 1853, he had organized, also, the Beloit & Madison Railroad Company, and continued in active connection with the Galena & Chicago Union Company and its successor up to the time of his death. When the consolidation of the Galena & Chicago Union and the Chicago & North-Western was effected in June, 1864, Mr. Turner was chairman of the managing committee. He subsequently served as a director and member of the executive committee of the new road, bringing to bear the same energy, ability and probity which he evinced in his younger days. One illustration of the confidence which he had gained, not only of his immediate circle, but even throughout the country, is here given. During the war, while Fremont had command in Missouri, and suspicions were abroad that the railways were swindling the Government, he made an investigation of the matter and the National Commissioners adopted his figures without alteration. In fact, the nature of his public enterprises since his settlement in Chicago had brought him into contact with capitalists and professional men scattered throughout the land, and the name of John Bice Turner had become a synonym for all that was honest and reliable. In addition to his other manifold labors, Mr. Turner's name appears as one of the directors of the North Side Street Railway Company, which was incorporated in February, 1859. V. C. Turner, his son, and now president, then became manager. Mr. Turner was born at Colchester, Delaware Co., N. Y., January 14, 1799. His father died when he was two years of age and his mother when he was fourteen, he having been adopted by a Mr. Powers soon after the death of his father. In a tan-yard and upon a farm, with an occasional term of schooling, the boy passed the early years of his life, and so well did he improve his opportunities that he was able, in 1819, to unite himself in marriage to Miss Martha Voltine, of Malta, Saratoga Co., N. Y. In 1824, he sold the interest he had obtained in the farm to his brother-in-law, placed a mill and built a distillery, which, with a store, he operated at Mattaville, in the same county. Six years thereafter, business reverses came upon him, which at length induced him to embark in those railroad enterprises which brought him fame and fortune. While acting as an official, however, Mr. Turner studiously and conscientiously avoided the rock of speculation—a marked trait of his upright character being his often expressed fear, that some one would suspect him of abusing his position for the purpose of increasing his fortune through such means. In March, 1853, Mr. Turner lost his first wife by death. In 1855, he was married to Miss Adeline Williams, of Columbus, Ga. Six children were born to him, three of whom were daughters. Up to the day of his death, which occurred on February 26, 1871, he seemed hale and hearty. He died peacefully and quietly—a fitting end for one whose life was so filled with good and earnest works. His demise was the occasion for wide-spread grief—his railroad associates, especially, looking upon his loss as irreparable. As gracefully and feelingly announced by General Manager Dunlap, of the Chicago & North-Western road, its general offices and shops were closed in profound respect for the memory of this "judicious and faithful counsellor, genial companion, considerate friend and Christian gentleman. His devotion to the material interests of the country was excelled only by the patriotism which never lost sight of the highest duties of citizenship. His great works live after him, and will keep his memory green forever."

HENRY H. PORTER, the president of the Union Steel Company of this city, is a native of Maine, born in Machias, Washington Co., in 1837. His father, Rufus King Porter, was a lawyer and a man of considerable prominence in that profession. His mother, Lucy Hedge Porter, was a most estimable woman, and belonged to one of the oldest and best of New England families. Henry H. Porter was given a fair English education in the common schools of that day, besides enjoying the advantages of a short term in an academy at Andover, Mass. At fifteen years of age, he began clerking in a store in Eastport, Me., but a year later, having determined upon trying his fortune in the West, he, in 1853, came to this city and entered the offices of the old Galena & Chicago Union Railroad as a clerk, under the superintendency of John Bice Turner. Mr. Porter relates that, at that time, his salary was but four hundred dollars a year, and that the road, which is now one of the main divisions of the North-Western system, was then only seventy-five miles long, and the track for thirty miles out of Chicago was laid with the old strap iron, which had been previously used on what is now the New York Central Railroad, between Rochester and Niagara Falls, of the kind used in the days of primitive railroading. He remained with this road, filling various positions, until, in 1860, he was appointed station agent in this city for the Lake Shore & Michigan Southern Railway and a little later became the general freight agent for the same corporation.

In 1863, he was made general superintendent of this line, which position he held until 1865. In the following year, in company with Jesse Spalding and others, he embarked extensively in the lumber trade, on the upper peninsula of Michigan, handling on an average nearly sixty million feet of lumber per annum. In 1867-68, he became a director of the First National Bank of this city, and also of the Chicago, Rock Island & Pacific Railway, in 1869, and of the Chicago & North-Western Railway, in 1870. He was connected for a time with the directory of the Union Pacific road, and about 1874, became the general manager of the Chicago & North-Western, continuing as such for a period of about two years. In 1875, he, with certain associates, purchased the old Western Wisconsin Railroad, and re-organizing it as the St. Paul, Minneapolis & Omaha, operated it until 1882, when its control was purchased by the North-Western road; since which time, Mr. Porter, beyond being in the directory of certain railways, has no active association with their interests. In 1884, he, with several other gentlemen, obtained control of the affairs of the old Union Iron and Steel Company, which under a reorganization is now known as the Union Steel Company, a sketch of which appears in another part of this work.

HONORABLE BURTON C. COOK, general solicitor of the Chicago & Northwestern Railway, was born in Rochester, N. Y., on May 11, 1819. He was educated at Rochester Collegiate Institute—since Rochester University—and graduated therefrom in 1834. He immediately commenced the study of the law, with the determination to make it his profession. In 1835, he came to this state, and passing through Chicago, went to Ottawa, and there was admitted to the Bar, and commenced practicing law. The career of Mr. Cook in that city is a part of the history of the state; he was State's Attorney of the Ninth Judicial Circuit, for eight years; member of the State Senate for eight years, and was a member of the Peace Congress in 1861. About 1859, he was the attorney for the Chicago & Rock Island Railway, and retained that position until 1864, when, being elected to Congress from the Sixth—now a part of the Seventh—Congressional District, he resigned his attorneyship and went to Congress. He was re-elected to Congress in 1866, again in 1868, and again in 1870, resigning his seat in 1871 to accept the general solicitorship he at present occupies, and which was proffered him by James F. Tracy, then president of the Chicago & North-Western road, who had been president of the Rock Island while Mr. Cook was its attorney, and consequently knew his eligibility and fitness for the position. Mr. Cook was married, in 1848, to Miss Elizabeth Hart, daughter of Judge Orris Hart, of Oswego, N. Y.; this lady died on February 11, 1879, leaving one daughter, Ellen E., the wife of Charles H. Lawrence, a practicing attorney of this city. Some of the important measures in which Mr. Cook participated during his public service, may be briefly stated, as follows: In 1855, John M. Palmer, Norman B. Judd and Burton C. Cook seceded from the Democratic party, on the question of the repeal of the Missouri Compromise, and succeeded in effecting an organization hostile thereto; on account of this action, Messrs. Judd and Cook were deposed from the Judiciary Committee. On January 15, 1856, these gentlemen—being at that time members of the State Senate—and Messrs. Baker and Allen, of the House, supported the nomination of Lyman Trumbull for the United States Senate, he, likewise, being an opponent of the repeal of the Compromise, this measure being taken upon the advice of Abraham Lincoln. On February 8, 1856, Mr. Palmer nominated Lyman Trumbull, the amendment was concurred in, and Mr. Trumbull elected. The first ballot, however, only gave five votes for Mr. Trumbull, they being those of Messrs. Judd, Cook and Palmer, of the Senate, and Messrs. Allen and Baker, of the House. The tenth ballot gave Mr. Trumbull the nomination, fifty-one votes being cast for, and forty-eight against, him. No resolutions were adopted instructing senators to vote for the restoration of the Missouri Compromise, but the members in favor of it constantly put the question to vote, thereby placing the members on record. As an evidence of the part taken by Mr. Cook during the crises of the Republican party, as well as by his confrère, Mr. Judd, it may be mentioned that the latter was the first chairman, and the nominator of Mr. Lincoln in 1860, at the Chicago Convention; while Mr. Cook, who was chairman of the Republican State Committee in 1864, appointed by the State Convention, placed Mr. Lincoln in nomination that year at Baltimore. Some of the general measures taken by Mr. Cook in the furtherance of public interests, were his opposition to the resolutions adopted at the Peace Conference, when he and one other member protested against their adoption going on record. He reported the bill which favored free schools; he assisted to draft, and subsequently introduced, the first bill which gave married women the right to hold property in their own names; he drafted and introduced the bill, which was adopted, fixing the basis of Congressional representation, and he reported a polygamy bill, such as was practically adopted after he left Congress. During his service there, he was

twice a member of the District of Columbia Commission; he was a member and chairman of the Election Committee; twice a member of the Judiciary Committee; and was chairman of the Committee on Railroads and Canals. From this brief statement of some of the positions occupied by Mr. Cook, it is sufficiently easy to form a correct estimate of the cogency of his influence during his long and honorable career before the public.

PHILIP A. HALL is one of the oldest railroad men now residing in Chicago. He is a native of Genesee County, N. Y., where he was born October 10, 1818. In May, 1836, he left Batavia, N. Y., and came to Chicago, where he obtained employment in the wholesale grocery store of Hall & Monroe, one of the partners being his brother. About 1848, he became connected with the Aurora branch of the Chicago, Burlington & Quincy road, as secretary and treasurer, and after the line was completed took the active management of the train service. He even went so far, at one time, as to run a gravel train himself, it being necessary to forward it to its destination without delay. Mr. Hall continued on the Chicago & Aurora line until 1852, being assistant superintendent under President John B. Turner. In 1854, he was appointed superintendent, as he had been, in fact, for some years. When Mr. Turner resigned as president of the road, Mr. Hall also relinquished the office of superintendent, which occurred in 1858. During the war, he was sum-



EARLY LOCOMOTIVE.

moned to St. Louis as an expert witness by the National Commissioners who were examining into the charges that, during Fremont's command in Missouri, the Government had been swindled. His testimony was principally regarding the prices which reasonably should be charged for the transportation of material and troops over what were termed "Land Grant Railroads," it being claimed in some quarters that such service ought to be free on the part of roads which had obtained Government land grants. In the spring of 1865, he returned to Chicago and was appointed assistant superintendent of the Chicago, Rock Island & Pacific road, and so continued until 1871. Since that year he has retired from active railroad business and been engaged in a variety of financial pursuits.

CHARLES C. WHEELER, general superintendent of the Chicago & North-Western Railway, commenced his railroad experience as clerk and agent at Vergennes, Vt., in 1850, on the Rutland Railroad. He has successively been general freight agent of the Chicago & Alton Railroad; general superintendent of the Chicago & Milwaukee Railroad, until its consolidation with the Chicago & North-Western Railway, when he was made general freight agent; general freight agent of the Michigan Central Railway; assistant general superintendent of the Chicago & North-Western Railway, and, in June, 1880, was made assistant general manager of that road, remaining in that position until July, 1881, when he accepted the appointment of general manager of the Aetheston, Topeka & Santa Fe Railway. He remained there until October, 1883, when he returned to Chicago, and, December, 1883, was appointed to his present position.

GEORGE L. DUNLAP, son of John and Mary (Robinson) Dunlap, was born in Brunswick, Me., in 1828. Having acquired a good common school education, he took an academic course in mathematics and engineering at Gorham Academy; subsequently completing his preparatory education for his chosen profession, by a thorough course of practical training in active field work. In 1848, at the age of twenty, he entered the employ of the Boston & Maine Railroad Company, where he remained until 1851, at

which time he engaged with the New York & Erie Railroad, where he remained until January 1, 1855. At this date, he first became identified with railroading in the west, accepting the position of assistant engineer of the Chicago & North-Western Railway Company—then the Galena & Chicago Union—which he held nearly four years. In October, 1858, he became the general superintendent of the road, filling that responsible position with unquestioned ability for fourteen years thereafter (until 1872). He then became connected with the Montreal & Quebec Railway, then projected. He spent eighteen months in London in the interest of the enterprise, and had charge of the construction of the road to its completion. In 1870, he renewed his labors in the west, completing the Wabash Railroad during that year, and building, in 1880, the road between Chicago and Strawn, Ill. In 1881, he built the Wabash Grain Elevator, located on the South Branch of the Chicago River, near its intersection with Thirty-second Street. This elevator has a storage capacity of one million five hundred thousand bushels, and is the largest in the city, with one exception. Its cost was \$400,000. Mr. Dunlap became a member of the Chicago Board of Trade in 1881. Thirty years of arduous and faithful labor and responsibility have brought him the well-earned recompense of an ample fortune, which he enjoys to the full extent possible to an American not yet retired from the active

duties of business life. As proprietor of the Wabash Elevator he is one of the most prominent of Chicago's commercial gentlemen. In addition to his residence in Chicago, he owns a fine farm in Walworth Co., Wis., near Lake Geneva, which is his summer home. Mr. Dunlap is a master mason, a member of Blaney Lodge, No. 271, A. F. & A. M., of Chicago. In politics he is a pronounced Democrat, and a member of the Iroquois Club. He has, however, never entered political life. He married, in 1858, Miss Ellen M. Pond, who left, at her death, two daughters, both of whom are now married—Mrs. A. L. Hopkins of New York, and Mrs. Dr. F. W. Payne of Boston. In July, 1872, he married Miss Emma Blanche Rice, daughter of Hon. John B. Rice, of Chicago.

WILLIAM AUSTIN THRALL, general ticket agent of the Chicago & North-Western Railway, was born in Sharon, Schoharie Co., N. Y., on August 3, 1834, the son of William and Eleanor E. (Huddleston) Thrall. He received his education at the common schools, and the academy of Schoharie County; and first engaged in business as an employé in a hotel at Guelderland, Albany Co., N. Y. He then was for a year in a store at Schoharie Court House, and also engaged in various other commercial duties until about 1851, when he went to New York City, and there held several clerical positions until the fall of 1854. From New York City, Mr. Thrall came to Chicago, and entered the freight depot of the Galena & Chicago Union Railroad, as check clerk, and there remained until the fall of 1855, when he was given a position in the general ticket office of that road. In 1856, he was appointed general ticket agent, and remained in that office until 1858, when he accepted a position on the Illinois Central Railroad. From the fall of 1858 until January 1, 1873, Mr. Thrall was with the Illinois Central Company, as assistant general passenger agent, and on the latter date received the appointment on the North-Western Railway which he at present holds; and, as a memento of his long acquaintance with the North-Western, has a passenger tariff rate compiled by him for the old Galena & Chicago Union road, thirty years since. It seems ridiculous, to any one acquainted with the railroad service in this city, to utter any eulogium on Mr. Thrall, so well he is known and so thoroughly is his aptitude for the position acknowledged; but as there exists many persons who only know him by the signature on their tickets, a few words of description of this gentleman may not be inapt. His gentlemanly, genial, yet decisive manner; his comprehensive acquaintance with the innumerable minutiae of his duties; and his accurate knowledge of the various needs and mutations of the passenger service, have rendered him, in conjunction with the extended experience he has acquired, a conceded authority, and a most valuable official of the road. Mr. Thrall is a life member of Oriental Lodge, No. 33, A. F. & A. M., and received the third degree in June, 1858, and is also a past master of that lodge; he likewise held several offices in Lafayette Chapter, the highest of which was Scribe; he demitted from that chapter in January, 1878; and is an ex-member of Chicago Council, No. 4. Mr. Thrall is a life member of Apollo Commandery, No. 1, K. T., having been one of the first Sir Knights to achieve that distinction, and is also a life member of Oriental Consistory, 32°, S. P. R. S., and the subordinate bodies, having paid dues therein for over twenty years. He was married, in 1859, to Miss Elmira Boyce, of Belvidere, Ill.; they have two children, Samuel E. and William A. jr.

MARSHALL M. KIRKMAN, comptroller of the Chicago & North-Western Railway, was born near the city of Springfield, Ill., in 1842, and received his education at a common school and through private instructors. In February, 1856, he entered the employment of the North-Western (Galena) road, at Fulton, Ill., and remained there, and in that vicinity, until March, 1857, when he came to Chicago, and occupied various positions under the administration here. In 1860, he was placed at the head of the freight accounting department, and, in 1864, he became assistant general accounting officer, which position he retained until 1868. In 1868, he was general accounting officer and local treasurer, the titles being subsequently consolidated. He was then promoted to the position of general accounting officer, which he at present holds, the official designation having been changed to comptroller in 1881.

JOSEPH B. REDFIELD, assistant secretary and auditor of the Chicago & North-Western Railway, came from New York to this city in 1855, and entered the service of the road, with which he has been connected ever since, receiving the appointment to his present position in June, 1865.

W. S. MELLE, general freight agent of the Chicago & North-Western Railway, was born in Crete, Ill., on February 26, 1846, the son of Reuben and Marian B. (Davis) Mellen, his mother being the daughter of Aaron and Rebecca Davis. Very shortly after his birth his parents moved to this city, arriving here in 1846, and here he obtained his education in the graded schools, his class in the high school being taught by George P. Wells, the present principal of the West Division High School. No academic or collegiate facilities were afforded Mr. Mellen, his experience having been one of hard work and his reward that which awaits industry, perseverance and unflinching attention to the interests committed to his charge. He first engaged in business as a bookkeeper for Bevans & Morey, a commission firm on South Water Street, in 1862, very shortly after the close of his school career, in 1861. He remained with Messrs. Bevans & Morey until 1864, when he became receiving clerk at the Chicago office of the Western Union Telegraph Company, and while there acquired a knowledge of telegraph operating. On December 21, 1865, Mr. Mellen first entered the employment of the Chicago & Northwestern Railway, as telegraph operator at Milton Junction, Wis., and was afterward at Barrington, Ill., until June, 1866. He was then transferred to Kenosha, Wis., where he was also telegraph operator until March, 1867, on which date he was made agent at Racine, Wis., and there remained until September, 1871. At the latter date, he was made agent at Green Bay, Wis., and continued there until January, 1873, when he accepted the appointment of general freight and passenger and ticket agent of the Green Bay & Lake Pepin Railroad. On October 1, 1874, he was appointed general agent of the Chicago & North-Western Railway in Minnesota and Dakota, with headquarters in Winona, and on October 1, 1875, he received the appointment of assistant general freight agent of the same road, at Chicago, where he remained until December, 1881, when he accepted the position of assistant general superintendent in charge of the operating department of the Atchison, Topeka & Santa Fé Railroad. The latter position Mr. Mellen retained until November 1, 1882, when he accepted that of general freight agent of the Chicago & North-Western Railway, with headquarters at Chicago, and this position he still occupies. He is a member of Covenant Lodge, No. 526, A. F. & A. M.; Corinthian Chapter, No. 69, R. A. M.; St. Bernard Commandery, No. 35, K. T.; and Oriental Consistory, S. P. R. S. 32°, having been a member of the Scottish Rite bodies about seven years. He is also a member of Excelsior Lodge, No. 32, I. O. O. F. Mr. Mellen is chairman of the Joint Western Classification Committee, which office he has held for one and a half years, his occupancy of this responsible place sufficiently demonstrating the perspicacity of the North-Western officials in his selection. He was married in 1870 to Miss Gertrude Fratt, of Racine, Wis. They have two children, Gertrude and Henry Wicker.

CHARLES E. SIMMONS, land commissioner of the Chicago & North-Western Railway, was born in Lake County, Ill., near the town of Waukegan, on December 25, 1845, the son of Ichabod and Adelia (Frey) Simmons. He received his education at the common schools in the vicinity of his birthplace, and when he was sixteen years of age became a clerk in the office of the County Clerk of Lake County, Ill., and there remained until April, 1863. He then engaged in the war-claim business, in partnership with Homer Cook, at Chicago, and there remained until he enlisted in the army in January, 1865. He was then elected 2d Lieutenant of Company "H," 153d Illinois Volunteer Infantry, and mustered into service as such, at Camp Fry, in February; and, on March 7, 1865, the regiment left for the South and experienced some campaigning in Tennessee. On September 2, 1865, the regiment was mustered out, and then Mr. Simmons re-entered the office of the County Clerk of Lake County, and there continued until October, 1868, when he entered the abstract office of Messrs.

Jones & Sellers, of this city, as clerk. He remained in the same capacity with that firm until the time of the fire, and was then chief clerk for the combined abstract firms. On December 1, 1872, the three firms of Jones & Sellers, Shortall & Hoard and Chase Brothers leased their books to Handy, Simmons & Co., and of this firm of lessees Mr. Simmons was a partner. In September, 1876, he was proffered, and accepted, the position of assistant land commissioner of the Chicago & North-Western Railway; still retaining, however, his interest in the firm of Handy, Simmons & Co. On July 1, 1878, he was promoted to the position of land commissioner of the road; and on that date he withdrew from the abstract firm, in order to give his whole attention to the important duties of his office, for which his long experience has so evidently fitted him. Mr. Simmons is a member and past master of Lincoln Park Lodge, No. 611, A. F. & A. M.; and a member of Lincoln Park Chapter, No. 177, R. A. M., and of Siloam Commandery, No. 59, K. T. He was married on May 14, 1866, to Miss Lucy J. Cleveland, of Rockford, Ill., daughter of Rev. Festus J. Cleveland. They have one son, Howard L.

GEORGE H. THAYER, superintendent of telegraph, Chicago & North-Western Railway, was born in Perkinsville, Vt., in 1843, the son of Henry A. and Marcia A. (Spafford) Thayer. When he was about nine years of age, he came to Chicago with his parents, and received his education in this city at the common and high schools. In 1858, he first engaged in business as a messenger for the Illinois & Mississippi Telegraph Company, and remained in that position for two years, during which time he gained a good knowledge of telegraph operating. In 1861, he received an appointment as telegraph operator on the line of the North-Western, and occupied that situation until 1873, when he was promoted to the superintendency he now holds. Mr. Thayer was married in 1865 to Miss Addie C. Miller, of Chicago. They have four children—George L., William J., Frederick and Mabel.

FRANK M. LUCE, general car accountant of the Chicago & North-Western Railway, is a gentleman whose proficiency in the details of those duties, and ability in their exercise, is not only recognized by the management of the road in his appointment and maintenance in his position, but is also well-known to railroad men throughout the United States. He is the author of Luce's System of Car Accounts, and of Luce's Book of Equipment Lists which are indispensable for car accountants on all the principal lines in the United States and Canada, and which have produced order out of the chaos to which such accounts were heretofore subject. The system was invented by Mr. Luce in 1863, and has grown into such great appreciation that it is now (1884) used by one hundred and eighty-two railroads and fast freight lines, and has received from them the highest eulogiums. Mr. Luce has received from railroad men the sobriquet of "the father of the car-accountant business." He was born in Marion, Plymouth Co., Mass., in 1846, the son of Elisha C. and Lucretia (Clark) Luce. He was educated at the Pierce Academy, Middleboro, Mass., and graduated from that institution. He first entered the railroad business in 1863, as an employé of the Cleveland & Toledo Railroad Company, and was speedily made car-mileage clerk, which position he retained until 1866, when he became car accountant of the Toledo, Wabash & Western Railroad. He remained with that road until 1871, when he was made general car accountant for the Chicago & North-Western. In 1869 he married Miss Emma S. McLean, of Cleveland. They have two children; Alfred M., and Frank M., jr. Mr. Luce is a member of Home Lodge, No. 508, A. F. & A. M.; of Chicago Chapter, No. 127, R. A. M.; of Apollo Commandery, No. 1, K. T., and of Oriental Consistory, S. P. R. S. 32°, and of Medinah Temple, A. A. O. N. M. S.

CHARLES MURRAY, superintendent of the Galena Division of the Chicago & North-Western Railway, was born in Wheeler, Steuben Co., N. Y., on January 21, 1833, the son of William Murray, of Schoharie County, and of Abigail (Hickox) Murray, of Oneida County. William Murray was a prominent woolen manufacturer, not only in New York State, but also in Joliet, Ill., where he was employed in the management of that branch of business under the late Governor Joel A. Matteson. He received but little education in the common schools, but his natural desire for knowledge and his studious characteristics more than atoned for his lack of educational advantages, and his ripe culture and thorough acquaintance with the affairs of the world proclaim that, if Mr. Murray is a self-made man, no care has been withheld and no study ignored during his progress to his present status. At the age of twelve, he removed with his parents to Joliet, Ill., traveling across the country in wagons and sleighs; at which place his father died. In 1847, the family removed to Elgin, Ill., where Mr. Murray entered upon his first business experience in the employ of the Elgin woolen factory, where he remained for about one year; he then entered the mercantile business as clerk and continued in that line until 1853, when he removed to Freeport, Ill., and engaged in mercantile business on his own account, remaining there about one year, when he

returned to Elgin,* and was again engaged in mercantile pursuits for about one year; and on March 24, 1855, he came to Chicago and entered the service of the Galena & Chicago Union Railroad Company as clerk in the freight department office, at the foot of Dearborn Street. He occupied that position until March 5, 1861, when he was appointed agent of the same company at Dixon, Ill., where he remained until November 13, 1873. During his residence in Dixon, he became identified with the city government and was a member of the City Council and also a member of the Board of Education, as well as its president at the time he left Dixon. On November 11, 1873, he was appointed local freight agent of the company at Chicago, which place he occupied until December 11, 1876, when he was appointed superintendent of the Galena Division, which position he now fills. His thirty years of continuous service place him among the oldest employes of the company. Mr. Murray was married on December 14, 1857, at Muscatine, Iowa, to Miss Cordelia F. Cox, of New York City; they have two daughters, Carrie and Kittie.

EDWARD J. CUYLER was born in Essex County, N. Y., in 1829, the son of Edward S. and Emily E. (Parkhill) Cuyler. His education was obtained chiefly in New York City, although the advantages enjoyed by him were not great. At the age of seventeen, he became clerk in the Deadwater Iron Works, in Essex County, and was in the iron business for three years in that county. In 1849, he went to New York City as agent for a transportation line, and there remained until 1855, in which year he came to Chicago as construction paymaster for the Chicago & North-Western Railway, and retained that position until the road was completed to Janesville, Wis., a period of about three years. He was then a sort of pioneer station-agent for the road, being assigned to the various defined termini, as rapidly as the road was completed to such established stations: the first of which was Watertown, Wis., and the last, Oshkosh, Wis. He remained at Oshkosh until 1864, and then was made assistant superintendent of the Galena Division of the Chicago & North-Western Railway, with his headquarters at Chicago—the position being given him after the purchase of the road by the North-Western. He remained in that capacity until 1876, and was transferred to his present position, as superintendent of the Wisconsin division. Mr. Cuyler was married, in 1858, to Miss Josephine Quill, of Janesville, Wis., who died in 1869. Mr. Cuyler had two children, who also died.

THOMAS STUART RATTLE, contract and freight agent of the Chicago & North-Western Railway, was born in Chicago, in 1854, the son of Samuel and Anna M. (Dobbins) Rattle. Samuel Rattle was an old settler of this city, and was a descendant of English ancestry; his arrival in this city occurred about 1849, and he afterward resided in Harlem, now Oak Park, where his son was educated. T. S. Rattle first entered upon his business career, as an office-boy, in the employment of the North-Western road, in 1868, and by dint of hard work and attention to the duties devolving upon him, he rose, step by step, to the position of assistant contract and freight agent, to which he was appointed in November, 1877. He retained that position until August, 1880, when he was promoted to his present office, which is conceded to be a just recognition of his perseverance and strict attention to the interests of the road. He was married, in 1877, to Miss Sarah Adele Archdeacon, of this city; they have one child, Paul Stuart.

JENKS D. PERKINS, trainmaster of the Chicago & North-Western Railway, was born in the village of Oriskany, Oneida Co., N. Y., of which village his parents were among the first settlers. His father was David Perkins, and his mother Elmira (Stacy) Perkins, and the date of his birth was February 17, 1823. He received his education at the common schools of his native village, and then commenced his business experience by driving piles along the Susquehanna River for the old Erie Railroad Company; this was in 1841. In the spring of 1842, commenced a three years' apprenticeship as bridge-builder, joiner, and railroad carpenter, serving one season with Rogers Brothers, and during the balance of the period with his father. In 1845, he worked for the state of New York for one year, and in the spring of 1846 went to work for the old Syracuse & Utica Railroad, of which John Wilkerson was president. He remained with that road until May, 1851, when he came on a furlough to Chicago, and was solicited by the Galena & Chicago Union Railroad to accept its employment; this he did, after securing the permission of the Syracuse & Utica Railroad, the consent of this road being made an essential part of the contract with the Galena road. Mr. Wilkerson making it a part of the agreement that Mr. Perkins should return to his employ whenever he desired to do so, as he was the best man he ever had in that capacity. Mr. Perkins then went to work for the Galena road, and laid the first T rail on June 9, 1851, that ran east and west of the lakes, at the Fox River switch, the terminus of the old Fox River road, two miles east of Elgin and the Chicago & Chicago Union Railroad. This was the first work he performed for the road, and to achieve it he had to

make all his own tools for the T rail laying, as none were to be found in this country. He whittled out the models, and the company's blacksmith forged them under his supervision. For two years he was in charge of the tracks, and then, in 1853, was placed in charge of the road's docks and the tracks inside the city. He remained in that position until 1854, and was then transferred to the West-side lumber yards as freight agent for West Chicago, and there remained until 1864, when he was made trainmaster. In 1861, he took a trip of two weeks to the East, his sole holiday in fifteen years. Mr. Perkins has been in constant employment ever since his entry into the service in May, 1851, and it is a matter of just pride with him, and commendation from the officials of the road, that he has never omitted signing the monthly roll. When the new depot was built on North Wells Street, Mr. Perkins took charge of all the training, and still acts as general superintendent of that service, except the handling of freight trains, and to this matter gives his personal and unremitted supervision. Notwithstanding his sixty-one years, he is as active and hale as a young athlete, and is a splendid specimen of energetic manhood, never employing medical aid for himself. He is a master mason, and a life member of Cleveland Lodge, No. 211. He was married, on April 22, 1844, to Miss Phoebe Jane Wiggins, of Oriskany, N. Y.; they have two children living, William Francis, now an engineer of the Chicago & North-Western Railway, and Martha Maria.

JOHN HICKEY, superintendent of bridges of the Galena Division of the Chicago & North-Western Railway, was born in Waterford County, Ireland, in 1832, the son of James and Kate (Walsh) Hickey. He came to the United States in 1851, prior to which he had received a little education at primary and night schools, the educational advantages in those years, and in that country, being of the most primitive character. This lack of tuition, however, Mr. Hickey has supplanted by study and an extensive course of reading in his later years. From 1851 until 1855, he remained in New York working at such things as presented themselves; and, in July of the latter year came to Chicago. About August 15, 1855, he commenced working for the Galena & Chicago Union Railroad, under the supervision of George Bassett, who was at that time the superintendent of bridges and buildings on the Galena Division. Mr. Bassett succeeded Major Hunter, who was the first incumbent of that position, and who built the first railroad bridge over the Chicago River. This bridge was constructed for the Galena & Chicago Union Railroad, and was an excellent arrangement at high water, but when there was any great subsidence of the water it would not swing. It occupied nearly the same position that the present railroad bridge, near Kinzie Street, does. But the days of 1855, and antecedent thereto, were days of primitive arrangements; Mr. Hickey has frequently filled the locomotive tank by bailing out the ditches by the roadbed; and often when the engine arrived at a water station, the tank would be found empty and the attendant slumbering, when the engineer or fireman would pump water into the water-tank, and thence let it run into the locomotive tank. And this was no unusual occurrence, but an every-day happening. After working for fifteen years in that department, Mr. Hickey was, in 1870, appointed superintendent of bridges of the Galena Division, and has since retained that position. He has never lost any time since his employment on the road, save a few days from sickness, and has so assiduously attended to his duties that he has not even taken a vacation. He was married, in 1866, to Miss Elizabeth McCarthy, of Chicago. They have four children: Kate, Gertrude, Walter and Mary.

N. A. PHILLIPS, general baggage agent of the Chicago & North-Western Railway Company, was born in West Bloomfield, Ontario Co., N. Y., on December 10, 1836; being the son of Hubert R. and Lydia (Douglas) Phillips. After receiving a common school education, he went into the hotel and passenger transportation business, and in May, 1851, located in Chicago. In 1854, Mr. Phillips first became connected with the railway service as a train baggageman. He also acted as freight and passenger conductor and passenger agent, previous to his appointment to his present position in December, 1874. Mr. Phillips was married, January 12, 1857, to Annie M. Walters.

THE CHICAGO & ALTON RAILROAD COMPANY.—The charter of the Alton & Sangamon Railroad was granted February 27, 1847, and was completed from Alton to Springfield in 1853. This road was the first section of the present system opened to the public. The Chicago & Mississippi Railroad Company was chartered June 19, 1852. It was finished from Springfield to Bloomington in 1854, and from Bloomington to Joliet in 1856. In the spring of 1857, the Joliet & Chicago Railroad Company, chartered by the Legislature of 1854–55, obtained the right of way into Chicago,

* His mother died at the age of 1860.

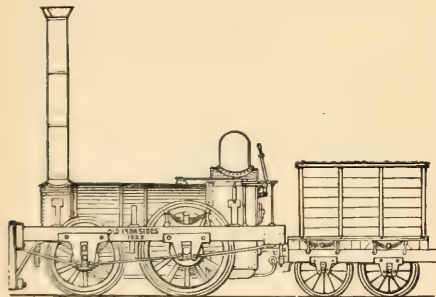
and was finished at that time. By act of February, 1855, the name of the Chicago & Mississippi Railroad Company had been changed to the Chicago, Alton & St. Louis Company; the intent of the new corporation was to build a railroad from Alton to Joliet and to a point on the eastern bank of the Mississippi, opposite St. Louis. The line was mortgaged, and the company became so embarrassed that, in August, 1855, a lease was made to Hamilton Spencer, of Bloomington, to run twenty years. Mr. Spencer was to advance certain sums of money and pay the interest on the income bonds of the company; to operate the road and pay the expenses. This was done, and he made an assignment of the lease to Brown, Brost & Co. It passed into the hands of Governor Joel A. Matteson and E. C. Litchfield, in December, 1857. Up to that time, the line had been completed from Springfield to Joliet at a cost of nine and a half million of dollars. This, with the Joliet & Chicago Company, formed a continuous line from Springfield to Chicago. In the spring of 1858, a bill was filed complaining that the property of the St. Louis, Alton & Chicago had been perverted from its original purpose. All allegations, however, terminated in November, 1859, and the road was placed in the hands of James Robb and Charles Congdon, receivers, they to operate it under the direction of the court. By an incorporating act, approved February 18, 1861, James Robb, Charles Moran, Adrian Iselin, Nathan Peck, Louis Von Hoffman, Lewis H. Meyer, Septimus Crookes, William B. Ogden, Jacob Bunn, J. J. Mitchell, Joseph B. White and E. M. Gilbert were constituted the commissioners to organize the Chicago & Alton Railroad Company. On the 7th of August, 1862, a decree was entered in the United States Court, by which all claims against the road were brought before it. The property was directed sold, and was purchased by the above parties. On the 16th of October, an organization was effected as follows: James Robb, president; Joseph Price, secretary and treasurer; C. N. Allen, superintendent; Robert P. Tansey, general freight agent; Thomas Warnock, general purchasing agent; Fred. Hudson, auditor. The directors for the year ending December 31, 1863, were: James Robb, John B. Drake and John Crerar, Chicago; George A. Robbins and Albert Havemeyer, New York. The first annual report for that year shows the capital of the company to have been \$8,290,939; receipts from all sources, \$2,021,770; operating expenses, \$971,840. On the 1st of January, 1864, the Joliet & Chicago line was leased. The Alton & St. Louis Company, which had been organized six years previously, commenced the line between these two places in May, 1864, and the road was opened to the public January 1, 1865, being leased to the Chicago & Alton Railroad Company. During the year 1864, there had been a change in the management of the road, T. B. Blackstone, the present incumbent, being elected president; W. M. Larrabee, secretary and treasurer; Robert Hale, general superintendent; O. Chanute, chief engineer; H. C. Wicker, general freight agent; Augustus Newman, general ticket agent; C. N. Pratt, general passenger agent; and A. W. Church, attorney. The St. Louis, Jacksonville & Chicago Company, although incorporated in 1851, did not complete its line to Petersburg until January 1, 1866. In September, 1867, a connection was made with the Chicago & Alton line at Bloomington, and the road was leased by that corporation in April, 1868. Having obtained control of this connection, the Chicago & Alton Company had virtually no competitors for the traffic between Chicago and St. Louis. The passenger business greatly in-

creased and the coal trade was a growing item in the freight traffic. The latter had grown from six thousand tons, in 1865, to over one hundred and sixty-six thousand tons, in 1868, being more than half of the whole amount of bituminous coal received by rail in Chicago during that year. Its financial status for the year ending December 31, 1868, was as follows: earnings, \$4,508,642.97; expenses, \$2,463,182.64; net earnings, \$2,045,460.33. Its income account showed receipts of \$2,969,812.61, and its disbursements were \$1,985,145.24. In September of that year, J. C. McMullin was appointed general superintendent of the road, to succeed Robert Hale, who resigned in December, 1867. K. F. Booth, the chief engineer, had succeeded Mr. Chanute in 1866, and James Smith, general freight agent, followed Mr. Wicker. The year 1869 witnessed no change in the officers of the road, but there was a large increase in freight and passenger traffic. At the commencement of 1870, the Chicago & Alton Railroad Company operated four hundred and thirty-one miles of road—Chicago & Joliet (leased), thirty-eight miles; Joliet to East St. Louis, (owned), two hundred and forty-two miles; Bloomington to Godfrey, a few miles above Alton, where it connected with the main line—being the St. Louis, Jacksonville & Chicago (leased)—one hundred and fifty-one miles. During 1870, there was acquired the section from Dwight to Wenona, by purchase in March, thirty-five miles; from Wenona to Washington and from Varna to Lacon, forty-five miles, completed in December. So that, on January 1, 1871, there were five hundred and eleven miles in operation, owned or leased by the company. Desiring another outlet to the Mississippi River, the company made a contract with the St. Louis, Jacksonville & Chicago road, for the use of its franchises in the construction of a line from Roodhouse west to Louisiana. A contract was also entered into with the Louisiana & Missouri River Railroad for the completion of the line from Louisiana to Mexico, Mo. An agreement was also made between the Chicago & Alton Company and lines in northern Missouri, by which a through line for passengers and freight was to be operated between Chicago, Alton and Kansas City, as soon as the line should be constructed to Mexico. These contracts were still in force at the time of the great fire, the Roodhouse line being finished. By this casualty, the company lost \$100,000 above the insurance upon its property, about one hundred and thirteen of its cars being destroyed. By the end of the year, the company operated five hundred and ninety-five miles of road, the line to Mexico being opened October 30, 1871.

At first, this road occupied the Michigan Southern Depot, on Van Buren Street, but after 1858 used the Union Depot for its passenger business. Its freight depot was on Charles Street, corner of Van Buren, and its round-house on Stewart Avenue, between Wilson and Twelfth streets.

TIMOTHY B. BLACKSTONE, president of the Chicago & Alton Railroad, is one of the most practical, clear-headed and successful railroad men of our country. He is a typical American, a son of sturdy and self-reliant parents, and from his infancy there were instilled into his nature determination and energy. These attributes, now so seldom found, are what made Mr. Blackstone the successful man of to-day. He is a native of Branford, Conn., born March 28, 1829. He received what little education he could obtain during his boyhood in the common schools of Branford, and took a course in an academy. At the age of eighteen, he commenced to take care of himself, and engaged as rodman of the engineer corps of the New York & New Haven Railroad, thus commencing at the very lowest round of the ladder he was destined to climb. Such beginnings in life represent the truest type of an American—the lower down they commence, the higher their ultimate attainments. Of course, the

subject of this sketch knew not what was in store for him, but when he went to work it was with a determination to make his way; and, being ambitious, he succeeded in securing gradual promotion in the engineering service, until, at the end of a year, he was appointed to the post of assistant engineer on the Stockbridge & Pittsfield Railroad. He occupied this position until December, 1849, in the meanwhile devoting himself assiduously to the study of the science of engineering. He was then offered a similar position on the Vermont Valley Railroad, which he accepted and occupied until the following April. In May, 1851, Mr. Blackstone recognizing the grand possibilities of the West, decided to remove to Illinois, and he came here to take the position of engineer of surveys, location and construction of the Illinois Central Railroad. Work was then being done on the main line, and his division was from Bloomington to Dixon, with headquarters at LaSalle. In December, 1855, the work was completed, and the main line of the Illinois Central was ready for the transportation of traffic, the general supervision of survey, location and construction of the road having been in charge of Roswell B. Mason, chief engineer. In 1856, Mr. Blackstone connected himself with the Joliet & Chicago Railroad, took the position of chief engineer, and became financially interested in the building of the road. He supervised the location, construction and maintenance of the road, and five years later was elected president of the company. For three years thereafter he remained at the head of this corporation, and in January, 1861, resigned and severed his connection with it, owing to his having been elected a director of the Chicago & Alton Railroad. He became heavily interested and strongly identified with the management of its affairs, and three months later was elevated to the presidency of this corporation—now one of the largest and most successful companies of the West. For twenty-one years he has been at the head of the Chicago & Alton, and to his management is undoubtedly due its chief success. One-half of his life was spent in reaching a goal of honor, and he now enjoys the fruits of his labors. This is one of the instances where men are self-made; and when all young men look to such an example of energy, determination and persistent devotion to duty, there will be fewer failures and better results in business life.



"OLD IRONSIDES," 1832.

JAMES C. McMULLIN, vice-president of the Chicago & Alton Railroad, was born in Watertown, Jefferson Co., N. Y., November 13, 1836. While a lad, he attended the country schools, and later, was a student at the Jefferson County Institute. When nineteen years old, he went to Danville, Livingstone Co., and commenced working in a drug store, with the intention of studying pharmacy and making it his profession. He remained there but a few years, however, at the end of that time deciding to come West. On May 27, 1857, he commenced work in the depot of the Great Western Railroad, at Decatur, Ill., as freight and ticket clerk, and from that time to the present, has always been identified with railroads. He remained with that road until March 30, 1860, and then became connected with the Chicago & Alton Railroad, with which corporation he has been associated for twenty-five years. He first occupied the position of freight agent at Springfield, which he held until January 1, 1863; then he came to Chicago in a similar capacity, and so acted until September 1, 1864, when he was made division superintendent of the northern division, from Bloomington to Chicago. He served in that capacity until December, 1867, and was then made assistant general superintendent. In September, 1868, he was elected general superintendent

of the road, and he filled that important and responsible office for ten years. On May 9, 1878, he was made general manager, which position he occupied until May 28, 1883, when he was made vice-president of the road, and he has held the office up to the present time. Thus, from the date of his entrance into the railway service, Mr. McMullin has steadily won promotion, until he has attained a position and prominence of which any man may well feel proud. Mr. McMullin was married in Decatur, Ill., March 27, 1860, to Miss Etie A. Mason. They have two children, Frank R. and Louie E.

CHARLES H. FOSTER, secretary and treasurer of the Chicago & Alton Railroad, was born in Rochester, N. Y., April 14, 1835. During his boyhood, he attended the Wadsworth School and Dewey's High School of Rochester, and at the age of seventeen went to Albany, N. Y., taking the position of agent of the Mercantile Canal-boat Line. Although but a youth, he proved capable of attending to his duties, and he retained this position for three years. In 1854, he went to New York City, and engaged in the forwarding business on his own account, for a year being occupied in the transportation of coal and lumber from New York to Philadelphia for the Rochester market, and in the summer of 1855, he went out of business. On July 11, of that year, he came west, and took a position with the Galena & Chicago Union Railroad. He first commenced checking goods in the freight department of that road in this city, and was promoted from time to time. For one year and a half he was check and bill clerk in the local freight office. In January, 1857, he was made assistant cashier in the same office; in 1858, was chief clerk in the general freight office; in 1859, chief clerk in the general ticket office; and from January, 1860, to January 11, 1863, was general bookkeeper in the secretary's office. He was with the Galena & Chicago Union road until the spring of 1863. During 1863 and 1864, he was employed as chief clerk in the office of Samuel T. Atwater, agent of the Buffalo Mutual Insurance Company, and on January 11, 1865, was tendered the position of general accountant under W. M. Larrabee, secretary and treasurer of the Chicago & Alton Railroad. Mr. Foster had been with Mr. Larrabee for over twenty years, five of which were with the Galena & Chicago Union, and, recognizing Mr. Foster's superior abilities and experience, the latter offered him the position with the Chicago & Alton road. Mr. Foster commenced his work with Mr. Larrabee, and was under him until 1879. For some time prior to the latter year, Mr. Larrabee's health was very poor, and the duties of secretary and treasurer fell upon the shoulders of the chief clerk, Mr. Foster, who was made secretary pro tem. In May, 1879, the health of Mr. Larrabee continuing to fail, Mr. Foster was elected to the office, and he has since held this responsible position. Mr. Foster is also secretary of the Joliet & Chicago Railroad Company; secretary and treasurer of the Mississippi River Bridge Company, whose bridges are located at Pike, Mo.; and is also secretary and treasurer of the Louisiana & Missouri River Railroad—the above corporations being auxiliaries of the Chicago & Alton Railroad. Mr. Foster was married in this city to Miss Caroline Van Inwagen, daughter of Anthony Van Inwagen, on December 11, 1864. Her death occurred November 7, 1884. Three children survive the mother, their names being Gertrude, Harry C. and Eugene.

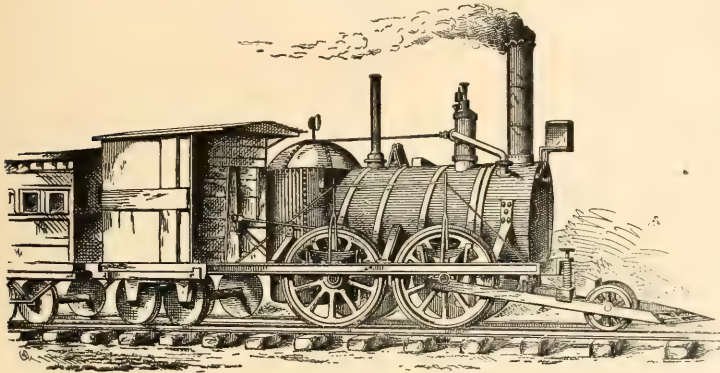
HENRY H. COURTWRIGHT, general freight agent of the Chicago & Alton Railroad, was born in Wyoming Valley, Penn., in 1837. He attended the common schools until he was sixteen years old. In 1856, he came west and commenced business life by entering the railway service. In July of that year, he was appointed station agent at Dement, on the line of the Galena & Chicago Union Railroad, and afterward was sent to Morrison as agent. He was with that road three years, and in January, 1860, was appointed station agent at Lincoln, Ill., on the line of the Chicago, Alton & St. Louis Railroad, which position he occupied until July 31, 1860. In August of that year, he took the position of local agent of the Hannibal & St. Joe Railroad, at Hannibal, and later was local agent at Quincy, Ill., for the same road. He was local agent for four years, and for about one year was acting division superintendent of the eastern division of the Hannibal line. In August, 1865, he was made general freight agent of the road, with headquarters in Kansas City. In December, 1873, he was general freight agent of the St. Louis, Kansas City & Northern Railway, and at the end of that time was re-appointed to his former position on the Hannibal & St. Joe road. He was with the latter, in the capacity of general freight agent, for about ten years, and at one time was acting superintendent for a brief period. In March, 1878, Mr. Courtwright was offered the position of commercial agent of the Missouri Pacific line and the St. Louis, Kansas City & Northern Railway, with headquarters at Kansas City. He accepted the trust and served the companies until he received the appointment of general agent of the Southwestern Railway Association. He remained as general agent until March, 1879, when he received the appointment of general western freight agent of the

NOTE: For the names of the Early Locomotives presented in this chapter, the publishers are indebted to the courtesy of H. R. Holart, editor and proprietor of the Railway Age.

Chicago & Alton road, with headquarters at Kansas City and St. Louis. His ability as a manager was of such a high character as to be quickly recognized by the Chicago & Alton Company, and he was called to the office of general freight agent, with headquarters at Chicago, in September, 1881. This position he now maintains. Mr. Courtwright's experience as a railroad man is varied and extensive, and he is possessed of complete knowledge of the minute details of a business which is almost gigantic. Mr. Courtwright was married at Morrison, Ill., in 1860, to Miss Nettie M. Burton.

AUGUSTUS NEWMAN, assistant general freight agent of the Chicago & Alton Railroad, was born in New York City, December 1, 1840. During his boyhood, he attended the common schools of his native city, but at the early age of thirteen he commenced to earn his own living, and went into the employment of Moran Brothers, foreign bankers. He took the position of bank messen-

auditor, and, at the time of his resignation, held the office of general passenger agent. He then came to the United States, and two years later re-entered active service, taking the position of general ticket and passenger agent for the North Missouri Railroad. He held that place from March 22, 1870, to July 13, 1871, and then was called to take charge of the general passenger department of the Chicago & Alton Railroad, with headquarters in this city. Mr. Charlton, who has passed more than one-third of his life in the railway service, has lost none of his youthful energy and activity, but gives the business of his department his constant and active supervision. He has for a number of years had a valuable assistant in his son, James Charlton, Jr., who now holds the office of assistant passenger agent, and who possesses in a high degree the diversity of talents required in the management of the passenger traffic.



RAILROAD LOCOMOTIVE.

ger, and by prompt and careful attention to his work was rewarded with a promotion to assistant bookkeeper and correspondent, remaining with this firm from March 21, 1854, to April, 1862. He then came west, and on May 1, 1862, entered the railway service. He took a clerkship in the treasurer's office of the Chicago, Alton & St. Louis Railroad in this city, and by devoting the same careful attention to his work as in his past business experience, he won the favor of his superior officers, and was gradually promoted until he obtained the position he now holds. From clerk in the treasurer's office, he was elevated to the post of military freight and passenger accountant, and also to that of general bookkeeper. From January, 1865, to June, 1871, he was the general ticket agent of the company in this city, and then received the appointment of assistant general freight agent. Mr. Newman has worked steadily and faithfully for the Chicago & Alton Railroad for twenty-three years, and his persistency and devotion to his duties make a fitting example which the young men of to-day may well follow. Mr. Newman was married to Miss Chanley, of Buffalo, N. Y., in 1878. They have two daughters living, named Ada and Stella; the eldest daughter, Margie, died June 1, 1884.

JAMES CHARLTON, who for the past fourteen years has held the position of general passenger and ticket agent of the Chicago & Alton Railroad, is one of the oldest officials in point of service of any of the representatives of lines leading to this city. Mr. Charlton is an Englishman by birth, having been born at Bothal, Northumberland, May 15, 1832. He received his school training in the public institutions of his native town, but at the age of fifteen commenced to earn his own living by entering the railway service. In April, 1847, he took a position as junior clerk on the Newcastle & Carlisle Railway, at Newcastle-on-Tyne. He was in the service of that road for ten years, and from the inferior position of clerk was elevated to the chief clerkship of the freight department, and afterward to cashier of the road. In the early spring of 1857, Mr. Charlton emigrated to America, took up his abode in Canada, and obtained the post of assistant to the chief clerk of the auditing department, and was given charge of the statistics and freight accounts of the Great Western Railway of Canada, at Montreal. During his eleven years of service with this, Canada's greatest railway corporation, Mr. Charlton was promoted to the higher positions which his ability and energy easily won for him. As the routine promotions occurred, he ascended to the rank of chief clerk of the auditing department, then was made

THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY was formerly known as the Aurora Branch road. At the time of declaring its first semi-annual dividend, in June, 1854, when the Aurora Branch (and by change of name to Chicago & Aurora) line had been completed to Mendota, the earnings amounted to \$60,700. This point was at the junction of the Illinois Central and the connection with the Central Military Tract road, eighty-three miles west of Chicago. The dividend of \$3 per share was paid in July. The Central Military

Tract road was completed to Galesburg in December, 1854, and in July, 1855, trains commenced to run to Burlington, Iowa. It had been the intention of the Peoria & Oquawka Company to construct the road from Peoria to Burlington, but it became embarrassed, and entered into an agreement with the Chicago, Burlington & Quincy and the Central Military Tract roads, by which the section between Galesburg and Burlington was completed by the latter corporation. A conditional agreement was also entered into by which the Chicago, Burlington & Quincy, the Central Military Tract and the Northern Cross roads also completed the latter (at about the same time), from Galesburg one hundred miles west to Quincy. In the meantime, by act of the Legislature, passed February 14, 1855, the name of the Chicago & Aurora was changed to the Chicago, Burlington & Quincy Railroad Company, and on July 9, 1856, that corporation and the Central Military Tract were consolidated, under the former name. The Northern Cross and the Peoria & Oquawka companies were purchased after several proceedings against them, culminating in foreclosure by the Chicago, Burlington & Quincy Railroad Company, which now operated two hundred and ten miles of road, including the thirty miles from Chicago to the Junction, used in common with the Galena & Chicago Union Railroad Company. The depot of that company was also used by the Chicago, Burlington & Quincy Railroad.

In 1856, ten acres of land were purchased of the Pittsburgh, Fort Wayne & Chicago Company, on the South Branch, adjoining North Street and Stewart Avenue, for the accommodation of the grain elevator business and of a rapidly increasing lumber trade, and a contract was entered into with the Illinois Central for

the use of their grounds for the passenger traffic. The large increase of business had made it necessary to purchase land adjoining the lumber grounds on the South Branch, the tract extending westerly along North Street, about two thousand feet, and comprising the south half of blocks 48, 49 and 50. Before the consolidation there had been expended upon the Central Military Tract and the parent road \$1,294,668. By June, 1858, the whole amount expended upon the entire system was over eight million dollars. The officers of the company for 1857-58 were: John Van Nortwick, president; Chas. G. Hammond, superintendent; Amos T. Hall, secretary and treasurer; Samuel Powell, ticket agent; and William Martin, general freight agent. During the next year the company purchased the Burlington ferry boats, to run between Quincy and Hannibal, in connection with the Hannibal & St. Joe Railroad. In the spring of 1861, Messrs. Munger, Armour & Dole finished the largest elevator in the city, with a capacity of eight hundred thousand bushels. It was leased by the company for ten years. A slip was also built into the depot grounds, that the grain might be elevated from vessels directly into the warehouses.

It was during this year, that James H. Stipp, representing the Jacksonville & Savannah Railroad, and Judge Henry L. Bryant, acting for the Peoria & Hannibal Railroad, entered into a contract with James F. Joy and J. W. Brooks, in behalf of the Chicago, Burlington & Quincy Company, giving them a perpetual lease of that portion of both roads upon which labor was expended, on condition that the purchasers should complete and equip the road; which was accordingly done, to Lewiston, in June, 1862. By June, 1863, the construction and equipment account had amounted to \$12,373,000; capital stock, \$5,738,000; funded debt, \$11,841,000. The great increase in business during that year made the addition of sixteen locomotives necessary; also of many cars to replace a number taken for government use, on a requisition from Major-General U. S. Grant. The depot grounds were enlarged by the purchase of the south one-half of block 47, and fifteen hundred feet further west on North, now Sixteenth, Street. In July, 1862, the extensive new freight and transfer houses were occupied, and between that time and the spring of 1863, a second huge elevator was constructed by Messrs. Armour, Dole & Co. In October of this year (1863) that portion of the Chicago, Burlington & Quincy road, between Peoria and Burlington, was sold under foreclosure of the mortgage held by Messrs. Moss & Harding, the contractors, and purchased by the trustees of this company. In the fall of 1862, another purchase of land was made, near the Peoria & Burlington line, and in June, 1864, a consolidation was effected with that company. The system then included the line from Chicago to Burlington, via Galesburg, the Chicago & Aurora line, being in course of completion, amounting to two hundred and four miles; Galesburg to Quincy, one hundred miles; Galesburg to Peoria, fifty-three miles; and Yates City to Lewiston, thirty miles. The total number of miles then in operation was four hundred, and the outlay, up to April 30, 1864, exceeded \$15,000,000. The company then owned all the land lying between the Galena & Chicago Union road, the river and sixteenth street, formerly North Street. Including the ground which it had recently purchased for stock yards, on Western Avenue, just within the city limits, and near the Chicago & Aurora track, the company owned seventy-five acres in the city. It also owned a water front of three thousand and two hundred feet. During the year, the new line from Chicago to Aurora was entirely completed, and the ten miles of double

track to Lyons finished. A new set of officers also was elected: James F. Joy, president; Robert Harris, superintendent; Amos T. Hall, secretary and treasurer; Henry Martin, general freight agent; and Samuel Powell, general ticket agent. In June, 1865, a contract was entered into with the Burlington & Missouri Company, to extend the road fifty-six miles west, to a point one hundred and thirty-two miles west of Burlington. During the year 1866-67, an agreement was entered into with the Hannibal & St. Joe Company, by which the Chicago, Burlington & Quincy Railroad Company should become purchasers of its securities for ten years, convertible into preferred stock, at \$120,000 per year.

The first pile under the east abutment of the Burlington bridge, was driven January 30, 1867. High water drove off the workmen, but in March, 1868, the last stone was placed in the main structure. Its total cost was \$1,227,000. The first train passed over the bridge August 13, 1868. In June, 1869, the bridge at Kansas City, the western terminus of the Hannibal & St. Joe Company, opened the connection from Chicago to all the Kansas roads. The Burlington & Missouri line was being rapidly completed to Omaha. The bridge at Quincy, which was completed soon after, was built by a bridge company, and did not interfere with the finances of the Chicago, Burlington & Quincy road. The road from Lewiston to Rushville was opened to the public July 18, 1869, at an additional cost of \$340,000 to the Chicago, Burlington & Quincy; the Keokuk & St. Paul, bought by the Chicago, Burlington & Quincy, was completed to Burlington, October 27, 1869, at a cost to the Chicago, Burlington & Quincy of \$562,000; Dixon, Peoria & Hannibal Railroad, from Buda to Elmwood, February 1, 1870, at a cost of \$895,000. During 1869-70, about one hundred and twenty-five miles of road were built, making over six hundred miles in operation.

In June, 1870, the St. Louis division of the road, which had been constructed as the Rockford, Rock Island & St. Louis Railroad, was thrown open to traffic from Beardstown to Bushnell, the money for its construction being raised principally by the citizens of Fulton County. The road was not purchased by the Chicago, Burlington & Quincy until six years thereafter. During the succeeding year the Quincy & Warsaw line was constructed from Quincy to Carthage; the Ottawa, Oswego & Fox River Valley Road from Aurora to Streator, January 15, 1871, and from Aurora to Geneva, May 1, 1871, there connecting with the Chicago & North-Western; and the Illinois & Grand Trunk, from Mendota to Prophetstown. On May 14, 1871, the system in operation embraced seven hundred and sixty-one and one-half miles of road, the local traffic was maintained, and the through business was rapidly increased.

That year is marked by a change in the management of the company, James M. Walker succeeding Mr. Joy as president.

The following table, bearing upon the business of the road, is self-explanatory.

YEAR.	GROSS EARNINGS	EXPENDITURES.
1858	\$1,505,166 71	\$ 604,399 66
1859	1,044,573 63	541,805 76
1860	1,383,957 05	678,159 43
1861	1,732,084 69	752,597 47
1862	1,825,130 25	731 030 20
1863	3,037,372 54	1,072,988 75
1864	4,039,922 81	1,573,395 00
1865	5,581,852 22	2 436,147 10
1866	6,175,553 35	3,020,164 78
1867	6,083,138 05	3,093,574 07
1868	6,154,647 25	3,067,165 55
1869	6,812,809 18	3,390,111 19
1870	6,621,773 12	3,754,555 36
1871	7,207,685 20	4,202,977 76

Up to April 30, 1871, the construction and equipment of the road amounted to \$21,585,635.25.

CHARLES GOODRICH HAMMOND, deceased, the son of Chester and Fannie (Goodrich) Hammond, was born at Bolton, Conn., June 4, 1804. At the age of four years, his father removed to Smyrna, Chenango Co., N.Y., where young Hammond attended the District School and the Academy at Whitesboro', of which latter institution he subsequently became principal. Mr. Hammond's parents intended him for the ministry, but failing health induced him to decide upon a less sedentary occupation, and he therefore established himself in Canandaigua as a merchant. As a business man he met with no great success, and in his mercantile career he removed to Detroit, in 1834, and to Union City, Branch Co., Mich., in 1836. The bent of his mind was quite intellectual as well as executive, and it was soon seen by his fellow citizens that he was fitted to conduct public affairs and to manage large interests. In 1839, he was sent to the Legislature where he soon became a leading member of the Judiciary Committee. He became auditor general, under Governor Barry, and did much to reform the tax and financial systems of the state. During President Polk's administration, he served as deputy-collector at Detroit, and in May, 1852, he brought the Michigan Central Railroad into Chicago, removing to this city and taking charge of the freight department of the road. As this was the first line opened from the east, it required a man of great energy and executive ability to systematize its business. Mr. Hammond was equal to the task, however, and made such a reputation for himself within the next three years, that when the Chicago, Burlington & Quincy Railroad was opened between the first two points, in March, 1855, he was chosen to become its superintendent. Under his management, the road became one of the most prosperous in the West, the superintendent inspiring his energy and fairness of dealing into the actions of his humblest subordinates. His great labors, however, had so worn upon him that he was obliged to resign his position and take a trip to Europe for his health. Restored in strength, his activities did not long languish, for, in the fall of 1869, he was chosen to the general superintendency of the Union Pacific road. After putting it into good working order, at the expense of a second shattering of health, he was forced to resign, and soon afterward accepted the vice-presidency of Pullman's Palace Car Company, a position not so arduous in its labors. At the re-organization of the Relief and Aid Society, soon after the great fire, Mr. Pullman was elected treasurer. The actual burden of the labors fell upon Colonel Hammond, who there showed his usual foresight, ability and kindness of heart. In 1871, also, he was elected one of the inspectors of the House of Correction. From early manhood, Colonel Hammond had been marked by his faithful, religious and benevolent work. He was one of the committee which, in May, 1853, drafted articles of faith, covenant and rules for the establishment of the New England Congregational Church, and was ever an earnest supporter of that denomination and organization. He was one of the founders of the Chicago Theological Seminary, and, in 1858, when that noble institution was threatened with financial ruin, he, with a few other generous citizens, rescued it from its peril. Colonel Hammond also served as president of the Home for the Friendless for a number of years previous to his death. The following account of Colonel Hammond's death is taken substantially from the Chicago Tribune of April 16, 1884:—"Colonel C. G. Hammond died suddenly yesterday afternoon, in the eightieth year of his age. Entering Marshall Field's retail establishment, accompanied by his daughter, Mrs. Max Hjortsberg, he sat down on the bench near the entrance, to wait until she completed her shopping. He was approached by two acquaintances, and they began chatting, Colonel Hammond repeating a formerly expressed opinion, that it was better to give to charitable objects during life than to wait until one drew up his will. He then mentioned the name of a friend who had died recently, and his head suddenly dropped on his breast. His companions took it for a sign of grief, but the next moment saw that the aged gentleman had fainted. Assistance was called for, and in five minutes the stupor had deepened into death, notwithstanding all that medical skill could do. The body was laid out on the counter, and shortly afterward was removed to the house of the deceased. The funeral services took place from the New England Congregational Church, which Colonel Hammond had been so instrumental in establishing more than thirty years previously." At Whitesboro', N.Y., while principal of the academy, the deceased met his wife, Charlotte B. Doolittle, daughter of General Doolittle of revolutionary fame, a highly accomplished lady, who, with two daughters, Mrs. Hjortsberg, of Chicago, and Mrs. J. R. Nichols, of Salt Lake City, survive him.

THOMAS J. POTTER, vice-president and general manager of the Chicago, Burlington & Quincy Railroad, was born in Carroll County, Ohio, August 16, 1840, the son of John and Nancy Potter. He received his education at the common schools of that

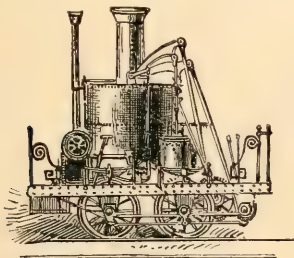
county, and, in July, 1862, entered the employment of the Burlington & Missouri River Railroad, as lineman in the engineer's corps, where he remained for six months. In January, 1866, he entered the service of the Chicago, Burlington & Quincy Railroad, as station agent at Albia, Iowa, from which position he was advanced to that of fuel and claim agent of the same road, at Burlington, Iowa, occupying that position until January, 1873, when he was made general agent at Creston, Iowa. In August, 1873, he became assistant superintendent of the Iowa Division of the Chicago, Burlington & Quincy Railroad, with headquarters at the same place, and retained that situation until February, 1875, when he was promoted to the superintendency of that division, comprising the various lines operating in Iowa. In June, 1878, Mr. Potter became general superintendent of the Chicago, Burlington & Quincy Railroad, with his headquarters at Burlington, Iowa, and, in December, 1879, was made assistant general manager, with his headquarters in Chicago. In November, 1880, he was made general manager, and, in November, 1881, was also made third vice-president, and, in September, 1884, was made first vice-president and general manager as above. Mr. Potter is likewise vice-president and general manager of the following railroads: St. Louis, Keokuk & Northwestern; Kansas City, St. Joe & Council Bluffs; Chicago, Burlington & Kansas City; Chicago & Iowa; and is vice-president of the Hannibal & St. Joseph Railroad. Mr. Potter was married on May 21, 1863, to Miss Urdilla J. Wood, of Ottumwa, Iowa; they have three children, William T. S., Fannie H., and Mary.

WILLIAM MCCREDIE, freight auditor of the Chicago, Burlington & Quincy Railroad, was born in Wigtownshire, Scotland, in 1832, the son of William and Margaret (McKinnon) McCredie. He received a country school education during his very early years, but at the age of thirteen hired out as a farmer's boy, and worked during the summer and attended school in winter, and thus acquired the most of his scholastic training. In 1848, he left his native shore and went to Glasgow, where he made his entry into the railroad business, as an office-boy of the Edinburgh & Glasgow Railway. He remained there nine years, with the exception of one year, when he was an employe of the Caledonian Railway, of Scotland. During this period, also, Mr. McCredie was gaining additional learning, as for five years he attended to his office duties during the day, and studied at night-school after office hours. It is, therefore, easy to comprehend how he rose from office-boy, through the various gradations, to the position of senior clerk. On April 8, 1857, he left Scotland and came to the United States, landing in New York; from whence he went to London, Canada, and stayed for a month; after which he came to Chicago, and immediately entered the employment of the Chicago, Burlington & Quincy Railway, as clerk in the general freight office, being promoted to various positions until, in 1865, he was appointed to his present position. Mr. McCredie was married, in 1860, to Miss Jeanie Logan Stewart, of Aurora, Kane Co., Ill. They have had two sons, who died, in 1881, of scarlet fever, aged seven and eight years respectively, and the sudden loss of whom caused the one great agony of their parents' lives. One daughter, Jeanie, still remains to them.

L. A. HOWLAND, assistant superintendent of the Chicago, Burlington & Quincy Railroad, was born in October, 1834, at Barre, Vt., the son of Arnold and Harriet (Wright) Howland. He received a partial education at the common schools of Burlington, Vt. and commenced his first permanent employment as passenger brakeman on the Rutland & Burlington Railroad, where he remained three years, and then went as baggageman on the Boston & Burlington Railroad, where he continued for two and one-half years. In the winter of 1856-57, he came to Chicago, and became a freight conductor on the Chicago, Burlington & Quincy Railroad, continuing in that capacity two and a half years, and, in the fall of 1859, was made passenger conductor, which situation he retained until February 17, 1879, when he was appointed trainmaster, at Chicago, in charge of the passenger service. On November 15, 1880, he was further promoted to the assistant superintendency of the Galesburg division, with headquarters at Galesburg, remaining there for seven months, when he was made assistant superintendent of the passenger service, at Chicago, and was transferred here June 20, 1881, since which time he has remained in that position. He took Masonic degrees in Alpha Lodge, No. 55, A. F. & A. M., and in the chapter and commandery, at Galesburg; subsequently jettisoning from the commandery, and affiliating with Apollo Commandery, No. 1, K. T., of this city. He was married on January 15, 1860, to Miss Ellen Jane Keyes, of Bellows Falls, Vt.

JAMES M. WALKER was born in Claremont, N. H., February 17, 1820. While still quite young, he removed, with his father, to Farmington, Mich. Entering the University of Michigan as a sophomore, he graduated with unusual honors in 1849. His prospects were of the most brilliant nature, and when he was admitted to the Bar, at Ann Arbor, he at once took his place among its

was J. F. D. Lanier, of Winslow, Lanier & Co., New York, in behalf of himself, Samuel J. Tilden, John Edgar Thompson (who had been president of the old road), Samuel Hanna and L. H. Meyer. The Ohio & Pennsylvania, Ohio & Indiana and the Fort Wayne & Chicago companies' first mortgage bonds, with accrued in-



EARLY LOCOMOTIVE.

terest, were merged into a new issue of \$5,350,000 sinking-fund bonds, secured by a first mortgage over the whole road. A second mortgage of like amount, secured bonds to be awarded to the holders of the second mortgage bonds of the old companies, and a third mortgage of \$2,000,000 secured the interest on bonds to be given to the holders of the old real-estate bonds and other classes of old indebtedness. Stock for \$6,000,000 drew six per cent. dividend, the balance of the net earnings.

In 1871, the main line from Chicago to Pittsburgh was four hundred and sixty-eight miles in length, which, with thirty-two miles of connecting roads, made up a system of five hundred miles. The officers of the road that year were: Thomas A. Scott, president; William Thaw, vice-president; J. N. McCulloch, general manager; F. R. Myers, general passenger and ticket agent; W. P. Shum, general agent; W. Stewart, general freight agent.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.—The Milwaukee & Mississippi Company was formed in the Cream City, in 1849, with Edward D. Holton as president. Seven and a half years from the time ground was first broken in Milwaukee, in April, 1857, the road was completed to Prairie du Chien. In 1859-60, the company being unable to pay its interest, a mortgage sale was advertised. To take advantage of this forced sale, a new company was chartered by the Legislature on April 14, 1860, under the name of the Milwaukee & Prairie du Chien Railway Company, and its members were Lewis H. Meyer, William P. Lynde, Allen Campbell, William Schall, John Wilkinson, John Catlin, Hercules L. Dousman and N. A. Cowdrey. The purchase was effected January 21, 1861, and the road to Prairie du Chien was managed by them until it was absorbed by the present corporation (then called the Milwaukee & St. Paul Railway Company) in 1866. Byron Kilbourn was president of the line to Prairie du Chien from 1849 to 1851; John Catlin, 1852-56; E. H. Brodhead, 1857; John Catlin, 1858-59; L. H. Meyer, 1860-65; Alexander Mitchell, 1866. The Milwaukee & Watertown Railroad, now the LaCrosse Division of the Chicago, Milwaukee & St. Paul Railway, was incorporated in March, 1851, and the preliminary survey made in 1853. By the latter part of 1856, trains were running from Milwaukee to Columbus. After going through a variety of changes, the road became the Milwaukee &

St. Paul Railroad in 1863, and the LaCrosse Division of the present company in 1866. In April, 1852, the LaCrosse & Milwaukee Railroad Company was incorporated; and in June, 1853, by a consolidation of two other railroad charters, the Milwaukee, Fond du Lac & Green Bay Railroad Company was formed and work begun on a line from Milwaukee toward Fond du Lac. In 1854, the LaCrosse & Milwaukee was consolidated with the Milwaukee, Fond du Lac & Green Bay road; assuming the name of the latter, and pushing on toward LaCrosse, the work begun by the former in the direction of Fond du Lac. In December, 1856, the line was completed to Horicon, fifty-one miles from Milwaukee. The financial crash of 1857 brought a long series of litigations, and the road was in the hands of two rival sets of officers in 1859, having been opened to LaCrosse in 1858. In 1860, it was operated by Hans Crocker, who was appointed receiver by the Court. He continued receiver of the line until 1863, when the Milwaukee & St. Paul Company obtained possession, by purchase, of that portion lying between Portage and LaCrosse. In 1867, the same company secured possession of the balance of the line, or that lying between Portage and Milwaukee. It still remains a part of the Chicago, Milwaukee & St. Paul Railway line, designated as its LaCrosse Division. In 1852, the Milwaukee & Horicon road was chartered, and was built from Horicon to Berlin in 1856 and 1857. Remaining in the hands of a receiver, Lindsey Ward, for some time, it was sold to the Milwaukee & St. Paul Company in 1863, and now forms a part of the Northern Division of the Chicago, Milwaukee & St. Paul lines.

The present Chicago, Milwaukee & St. Paul Railway Company grew out of the organization formed May 5, 1863, for the purpose of purchasing all the roads thus far described. That organization consisted of Isaac Seymour, N. A. Cowdrey, Horace Galpen, D. M. Hughes, William Gould, F. P. James and George Smith, of New York; Asahel Finch and William N. White, Milwaukee. They received authority for the purchase of all these lines; but the word "Chicago" was not prefixed until February, 1874, the line between the two cities having been constructed during the previous year. D. M. Hughes was president of the road in 1863 and 1864, and Alexander Mitchell has filled that position since, including 1865. The vice-presidents of the road, up to 1872, were, G. W. Rogers, 1863-64; Russell Sage, 1865; Walter S. Gurnee, 1866-67; and Russell Sage for seven years thereafter. Russell Sage, Jr., was secretary for the first two years; A. Cary from 1865 to 1868, inclusive; and R. D. Jennings from that year until long after 1871. The treasurers have been A. Cary, 1863 to 1867, inclusive; succeeded by R. D. Jennings. E. H. Goodrich was general manager for the first two years, and S. S. Merrill from that time to date, with the exception of 1873, when John C. Gault held the position.

JOSEPH FRANCIS TUCKER, assistant general manager of the Chicago, Milwaukee & St. Paul Railway, is perhaps better known to the shippers, and western people generally than any other railroad man in the west. His long connection with the Illinois Central Railroad, covering a period of over twenty-eight years, has

served to make his name most familiar with those who have been at all concerned in railroad matters. Mr. Tucker was born in the

Pine Tree State, the place of nativity being Saco, Me. The date of his birth is September 20, 1835, and he passed his boyhood in his native town. When Mr. Tucker became of age he was a resident of Illinois, and on September 15, 1856, he entered the railroad service. From 1856 to 1861, he was ticket agent, and during the following two years he was secretary to the president of the road. In 1863, he was appointed general freight agent of the company, and held that position for ten consecutive years. In 1873, he was made general superintendent, and he vacated that office, to take the important post of traffic manager, in 1876. Mr. Tucker remained in that capacity for a little over seven years, and then terminated his connection with the Illinois Central Railroad. In October, 1884, he was selected as arbitrator of the Trans-Continental Traffic Association and California, Colorado and Utah Pool. In 1885, having been tendered the position of assistant general manager of the Chicago, Milwaukee & St. Paul road, he resigned his office as arbitrator, and again entered into active service as a railroad manager.

T. W. WADSWORTH, general agent of the passenger department of the Chicago, Milwaukee & St. Paul Railway, was born in New Hartford, Conn., December 28, 1828. His father was Tertius Wadsworth, who died in Hartford, in 1872. The subject of this sketch passed his boyhood in Connecticut until he was eighteen years of age, and received his education at the common schools of his native state. In 1847, he decided to come to Chicago, where his brother, Elisha S. Wadsworth, had located in 1836. Upon arriving here, he first engaged in the employ of Wadsworth, Dyer & Chapin, and afterward in the insurance business, remaining in that about three years, when he went into the wholesale boot and

Julius Wadsworth

shoe trade with George M. Wells, now a resident of Massachusetts. The firm of Wadsworth & Wells continued successfully for a number of years, and then Mr. Wadsworth became interested in an omnibus company which did business between the South and West sides. In June 1862, C. F. Loomis, W. R. Loomis and Mr. Wadsworth, under the firm name of C. F. Loomis & Co., opened the Cottage Grove Stock Yards. They continued until the establishment of the Union Stock Yards a short time later, when all the small yards of the city closed up. Mr. Wadsworth was actively engaged up to this time in business, and during his connection

E. J. Wadsworth

with the enterprise in which he was interested, he came in contact with the leading business men of the country, and his character as a man of integrity and ability was recognized as of the very highest standard. During the past ten years, he has been connected with the Chicago, Milwaukee & St. Paul Railway, of which corporation his brother, Julius Wadsworth, is now vice-president. He was contracting agent in this city for the company, and later was made assistant general agent of the passenger department. In April, 1887, he was appointed general agent, which office he holds at the present time. On June 16, 1882, Mr. Wadsworth was elected a director of the Fargo & Southern Railway, of which corporation he has been secretary and treasurer since 1882. He is also a director in the Chicago & Evanston Railway, and has held the offices of secretary and treasurer for some years past. In the early days when the property owners of Chicago were the chief components of the fire department, Mr. Wadsworth was among those who began the fire company, and "ran with the machine." He was a member of Engine Company No. 3 for about ten years, and was one of its most active members, participating in every fire that his engine was called upon to fight (see page 233, vol. 1). He was secretary of the Firemen's Benevolent Association in 1853-4, and is still a member of that body (see page 236, vol. 1). Mr. Wadsworth was married July 19, 1857, to Miss Caroline B. Ellsworth, of Chicago, at Binghamton, N. Y. They have two daughters—Helen C. and Georgeanna. He must be a great source of pleasure to such men as Mr. Wadsworth, when they can look back upon a life devoted to the pursuit of a business which has brought its rewards—rewards not only in a financial competence, but rich in the thought of achievement, and great odds and triumphs over hardships which may be the source of vital encouragement to the younger generation which follows.

UNION DEPOT.—In July, 1858, specifications were drawn up for a new union depot, to accommodate the Pittsburgh, Fort Wayne & Chicago, the Chicago, St. Paul & Fond du Lac, the Chicago & Milwaukee and the Chicago, Alton & St. Louis railroad companies. It was to be the largest depot in the west, eighty feet wider than the Central depot, at the foot of Lake Street, and about the same length. This depot, however, got no further than the plans. There was so much rivalry between the West and North divisions of the city for the location, that ground was not broken on Canal Street, near Madison, until 1861. A temporary structure was erected during the latter part of that year, and in March, 1862, it was struck by lightning and burned. The fire occurred shortly after one o'clock a. m., and Captain H. J. Spaulding, formerly connected with the Michigan Central Company, then depot master, had a very narrow escape from death. At first he saved the tickets and office effects, and then returned for books and papers. A current of air closed the door, and Captain Spaulding would have been suffocated had he not been rescued by the watchman. He was seriously burned about the head and shoulders. A large amount of baggage was destroyed, as well as the entire eastern mail and about \$10,000 worth of other property. The damage to the depot was at once repaired, and served the public, after a fashion, for many years—in fact, with additions and slight improvements, until the present magnificent brick structure was erected, in 1881.

During the fall of 1862, the Fort Wayne Company extended the new freight house several hundred feet south, and, finally, from Madison Street, along the river bank, to Adams Street.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.—The original charter in Illinois was granted February 27, 1847, to the Rock Island & LaSalle Railroad Company. This road was chartered for fifty years, the line to extend from Rock Island to "the Illinois River, at the termination of the Illinois & Michigan Canal." The capital stock was \$300,000, and the commissioners appointed to receive subscriptions were Joseph Knox, F. R. Burnet, N. B. Buford, William Vandever and Nathaniel Belcher, of Rock Island County; Joshua Harper and James G. Bolmer, of Henry County; Cyrus Bryant, Justus Stephens and R. T. Templeton, of Bureau County; John V. A. Hoes and William H. W. Cushman, of LaSalle County. Although nothing was done under this charter, in the way of actual railroad construction, public attention was called to the feasibility of a line stretching toward the Pacific. The project had been almost slumbering since its inception in 1830, when William C. Redfield, of New York, a traveler in the West, published a report, in which he proposed a route nearly identical with the one finally adopted by the successor of the Rock Island & LaSalle Company; while the feasibility of bridging the Mississippi River at Rock Island had been recognized ever since the first explorers and travelers wandered over to its western banks. The charter of 1847 revived the grandeur of the enterprise, the meetings held in Chicago in favor of "a railroad to the Pacific" being especially enthusiastic, the voice of the "Little Giant" being often heard as an inspiration to the public spirited men of Illinois to "push on." In those days, however, although the spirit was willing indeed, the pocket-book was too weak to sustain it in the accomplishment of so great a work. But the men of the State gifted with the powers of persuasion and foresight, headed by William A. Ogden, were equal to the occasion. In 1850, during the market revival in railroad matters, occasioned by the Illinois Central land-

grant, Henry Farnam came to Chicago from New Haven, upon Mr. Ogden's invitation, to assist in the construction of the Galena & Chicago Union road. While here he examined the Rock Island route, and was so impressed with its advantages that he wrote to his friend, Joseph E. Sheffield, a rich capitalist of New Haven, to come to Chicago and also look over the proposed route. This resulted in obtaining a charter and building a road, but not before the charter was so amended as to authorize the construction of the line to Chicago. This amendment was granted February 7, 1851, the name of the road being at the same time changed to the "Chicago & Rock Island." Additional subscriptions of \$300,000 were also required and the and the number of directors increased. Certain tolls were to be paid to the Illinois and Michigan Canal, upon condition that the trustees should grant to the railroad the right of way through the canal lands by the first Monday in June, 1851. By the 13th of February, the requisite amount of new stock had been taken, and by April the surveys, which had been progressing since December, 1850, were nearly completed. During April, 1851, the company was reorganized with John B. Jervis, of New York, president, and William Jervis, chief engineer. On account of high water, the survey was not entirely completed until August. During that month, all surveys and estimates of the line had been made, and on the 25th the executive committee met Messrs. Farnam and Sheffield in New York City, and concluded a contract with them for the construction of the road. They agreed to build and equip the line from Chicago to the Mississippi River for \$3,987,688, or nearly \$22,000 per mile, to be paid as follows: seven per cent. first mortgage bonds at par, \$2,000,000; cash, at the rate of \$25,000 per month, \$500,000; certificates of full stock at par, bearing interest at ten per cent. and payable in stock when the road was finished, \$1,487,688. This contract was approved by the board of directors, who met at Rock Island, on September 17.

The directors and officers of the road, chosen December 22, 1851, were as follows: John B. Jervis, president, New York; James Grant, vice-president, Davenport, Iowa; Elisha C. Litchfield, Detroit; John Stryker, New York; Isaac Cook, assistant treasurer, Chicago; George Bliss, Springfield, Mass.; Lemuel Andrews, Rock Island; N. D. Elwood, secretary, Joliet; T. D. Brewster, Peru; John Stevens, Indiantown; Charles Atkinson, Moline; P. A. Whittaker, Rock Island; Ebenezer Cook, Davenport, Iowa—all the above being directors; Azariah C. Flagg, treasurer, New York; William Jervis, chief engineer.

Work was finally begun on the line from Chicago to the Mississippi River, April 10, 1852, under the superintendency of Mr. Farnam; and in October of that year, the first passenger train passed over the road to Joliet, forty miles. The line was opened to Morris, sixty-two miles, January 5, 1853; to Ottawa, eighty-four miles, February 14; to Peru, one hundred miles, March 21; to Tiskilwa, one hundred and twenty-one miles, September 12; to Sheffield, one hundred and thirty-seven miles, October 12; to Geneseo, one hundred and fifty-nine miles, December 19; and to Rock Island, one hundred and eighty-one miles, February 22, 1854. The original estimate of the cost of the road, including right of way, fencing, and interest on stock to the time of completion, was \$4,289,436. On account, however, of the phenomenal success of the enterprise from the start, it was found that the equipment of the road would have to be increased to meet a constantly growing business, and extra locomotives and cars were

therefore ordered from Messrs. Farnam and Sheffield, contractors. For other extra work not provided for in the contract or original estimates, they were allowed \$291,000. These sums, with the increased cost of right of way and station grounds, and interest on stock issued during the construction of the road, swelled the cost to four and a half million dollars, before the road was finally turned over to the company, July 10, 1854. This was eighteen months earlier than specified in the contract—a rare and commendable instance of energy, ability and good fortune in the history of railroad building. In December, 1854, Henry Farnam, who had been the superintending power in its construction, became president of the road. For the past two years there had been no change in the general officers. The bridge across the Mississippi River at Rock Island was completed April 21, 1855, and on the 6th of May, fifteen days after, trains commenced crossing. One span of two hundred and fifty feet was destroyed by the burning of the steamer "Effie Afton," but, by fall, the damage was repaired. The bridge was placed under the joint control of the Chicago & Rock Island and the Mississippi & Missouri Railroad companies, having been constructed by the issue of the bonds guaranteed by them, and further secured by a deed of trust, executed to A. C. Flagg, treasurer of both corporations.

In the meantime, the first section of the Mississippi & Missouri line, which was afterward to be consolidated with the system east of the river, had been surveyed and the road built. Early in the fall of 1852, parties who wished to put a western extension through Iowa, placed engineers in the field, under Mr. Farnam's direction. Three routes were surveyed, Davenport being the starting-point. The general result having been reported at a meeting held at Davenport, on December 22, 1852, an association was formed, under the general laws of Iowa, its articles being filed February 1, 1853. The route named in the articles of association was from the eastern line of the state of Iowa, at or near Davenport, to the western line of the state, in the vicinity of Council Bluffs. In June of that year, the subscription books were opened, and \$500,000 received. A committee, consisting of William B. Ogden, William Wolcott, and Ebenezer Cook, directors, and Henry Farnam, chief engineer, went to Iowa to obtain the necessary rights of way. Upon consultation with citizens of Davenport, Muscatine, Iowa City, and Cedar Rapids, the articles were so amended as to authorize the extension of the line, via Muscatine, to the southern or western boundary of the state, and in a northwesterly direction by way of Cedar Rapids; thus organizing a system of railroads for Central Iowa, whose eastern terminus was the bridge at Rock Island. The first section, that from Davenport to Iowa City, fifty-five miles, and from the junction to Muscatine, twelve miles, was put under contract, August 16, 1853, and completed January 6, 1856. Upon that day, General John A. Dix, of New York, president of the company, delivered speeches at the principal cities interested, and there was general rejoicing by the people all along the line. During the following summer, the land granted by Congress, to aid in the construction of the road, was accepted, in trust, by the state, upon condition that the Mississippi & Missouri line be completed by December 1, 1865.

It will thus be perceived, from this general summary, how a continuous line of road, now a portion of the great Chicago, Rock Island & Pacific system, was completed by the first portion of 1856, and it is neces-

sary to return to a specific narrative of the Chicago & Rock Island road. During 1855, according to the instructions of the stockholders, a grain-house, or elevator, was erected in Chicago, at a cost of \$125,000, capable of containing over seven hundred thousand bushels of grain. On the 1st of July, 1856 (the time of holding the annual meeting having been changed), the general officers of the road were: Henry Farnam, president; A. C. Flagg, treasurer; Francis H. Tows, secretary; John F. Tracy, superintendent; James L. Elwood, cashier; John P. Babcock, general freight agent; W. L. St. John, general ticket agent. For the first two years, the company's business exhibited as follows: From July, 1854, to July, 1855—passengers, \$750,600.51; freight, \$473,205.68; mails, \$19,000; total, \$1,242,906.19. In 1855—56—passengers, \$742,722.88; freight, \$652,206.86; mails, \$21,284.34; total, \$1,416,304.08. For the year ending July, 1857, the receipts from all sources increased over \$400,000. The only change among the general officers was, that Frank D. Sherman became cashier in place of James L. Elwood, who took Mr. Babcock's place as general freight agent. In July, 1858, E. W. Dunham was elected treasurer, in place of Mr. Flagg. The gold excitement of the next spring induced the company to make extra exertions to obtain its share of the great emigration westward. In March, 1859, therefore, in connection with the Mississippi & Missouri road and the Western Stage Company, it sent passengers through from Chicago to Pike's Peak for the sum of \$100, furnishing meals beyond the Missouri River. This, considering the length of the route and the country through which it ran, was so cheap that hundreds, who were preparing wagons and teams for the trip, went by rail and stage instead. About this time, the opposition which the people of St. Louis had shown to the existence of the railroad bridge, which they claimed impeded the navigation of the river, upon which the city depended for the bulk of its business, broke forth into open acts of violence. Various crafts were wrecked, intentionally, it is supposed, and suits for damages were brought against the company. Finally, in June, 1859, the watchman of the bridge found, on the sidewalk and track, a quantity of powder and sulphur, oakum, salt-petre, camphene, brimstone, lath, etc.; in fact, all the paraphernalia of a professional incendiary. It is not known who was the guilty party. The St. Louis Chamber of Commerce embodied the respectable elements of the opposition, employing attorneys to prosecute the bridge company, where navigators brought their suits for damages and were willing to swear that the wrecks which their crafts suffered resulted entirely from the presence of the bridge and were not caused by their carelessness. The principal attorney thus employed in the "legal removal of the Rock Island bridge," was Josiah N. Bissell. In August, 1860, he and his assistant, a Mr. Chadwick, were arrested, through the detective agency of Cyrus P. Bradley, of Chicago, charged with conspiring to burn the bridge. The arrest was made upon the testimony of Captain Bradley, supported by that of John F. Tracy, superintendent of the road; John P. Cook, W. H. Bradley, a reporter in the United States Court, and others, who had been allowed, through a slit in a very thin partition, both to see and hear a number of interviews between Messrs. Bissell, Chadwick, and Captain Bradley, "the conspirators." According to the case presented by the prosecution, an attempt was to have been made to burn the bridge in September, by one of Mr. Bradley's men, that gentleman undertaking the job in consideration of \$10,000,

promised by said Bissell. On the 8th of August, however, Mr. Bradley having played into Mr. Bissell's hands long enough to obtain what he supposed was conclusive testimony, the latter was arrested in Chicago, Mr. Chadwick was brought a captive from Rock Island, and the defendants were bound over for trial. Their cases were called in December, but they—especially Mr. Bissell—were given such good characters by Derrick A. January, president of the St. Louis Chamber of Commerce, and others, that on the 13th of December, 1860, a jury agreed upon a verdict of "not guilty." Although the verdict caused considerable surprise, the cases disappeared from the courts, and gradually from notice.

In April, 1864, the early completion of the Mississippi & Missouri Railroad to the point where it connects with the Union Pacific being assured, and the line being considered of special importance to the interests of the company, the directors entered into a twenty-year contract for a business connection, agreeing, for this privilege, to advance the road \$590,000 to aid in its construction. In October, the Mississippi & Missouri Company agreed to transfer its property, with clear title, to any organization which the Chicago & Rock Island might incorporate and designate by December 1, 1865—the road to be purchased for \$5,500,000, and completed to Des Moines. The consolidated company was to issue bonds in the sum of \$9,000,000, and create a sinking fund sufficient to retire them. In case the consolidation could not be effected, the company to be incorporated by the Chicago, Rock Island & Pacific Railway Company was to issue \$7,000,000 in bonds. It was further agreed that the Chicago & Rock Island should operate the road after December 1, 1865, and that unless the mortgages upon the property of the Mississippi & Missouri should be foreclosed by December 1, 1866, and everything done so that a clear title of the road could be given, the contract should be null and void, unless the Chicago, Rock Island & Pacific Railway Company should agree to extend the time for such sale.

The election of officers, held April 1, 1865, resulted as follows: Charles W. Durant, president; John F. Tracy, vice-president; E. W. Dunham, treasurer; Francis H. Tows, secretary; W. L. St. John, superintendent.

By the death of W. L. St. John, on the 15th of August, 1865, the Chicago & Rock Island road lost one of the most promising young men ever connected with the railroad business. Although but thirty-three years of age, he had acquired a name throughout the country for rare executive ability. The deceased was a native of Connecticut, and came to Chicago in 1855, first entering business as a clerk in the general ticket department of the road. He soon gave such marked evidence of his ability that he became general ticket agent, then general freight and ticket agent, and, in 1864, general superintendent. Mr. St. John was unmarried, but left a mother and one sister to mourn his death.

The articles of association of the Chicago, Rock Island & Pacific Railway Company, of Iowa, were formed May 28, 1866. Charles W. Durant and Francis H. Tows, of New York; John F. Tracy, of Chicago, and Ebenezer Cook, of Davenport, were the parties who formed themselves into an association, in order to purchase the road built by the Mississippi & Missouri Railroad Company also to acquire the lands granted by Congress, May 15, 1856. The capital stock of the corporation was \$12,000,000; and the first Board of Directors consisted of Ebenezer Cook, John F. Tracy, David Dows, Thomas T. Sturges, and Oliver Charlick, who were empowered to lease the railroad to any company they might designate. The Chicago, Rock Island & Pacific and the Chicago & Rock Island com-

panies were consolidated August 20, 1866, the new association being called the Chicago, Rock Island & Pacific Railroad Company, its board of directors made to consist of thirteen members, and its capital stock the aggregate amount of both roads. The increase, however, was only \$100,000, that being the amount required to be issued by the Iowa company.

For the year ending April 1, 1867, the president and general superintendent of the Chicago, Rock Island & Pacific was John F. Tracy; treasurer, E. W. Dunham; secretary, Francis H. Tows; assistant general superintendent, P. A. Hall. W. F. Coolbaugh succeeded Mr. Dunham as treasurer the next year, and Ebenezer Cook followed Mr. Tows as secretary.

During the year 1867-68, several important improvements were made. The road was extended to Des Moines, and opened for business on the 9th of September, 1867. New shops were erected also on the thirty acres of land situated about four and a half miles south of its passenger depot. The machine shop was 336 x 112 feet in dimensions; the blacksmith and boiler shop, 344 x 80 feet; car shop, 253 x 80 feet, with a wing of 200 x 80 feet; the round-house had a diameter of 278 feet, with stalls for forty engines. On the 17th of March, 1868, a tornado passed over the new buildings, unroofing a large portion of the machine shop, destroying about three hundred feet of main wall, and demolishing the blacksmith and boiler shops. The damage was so far repaired that the shops were again occupied during the winter of 1868-69.

In 1870, the officers of the road were as follows: John F. Tracy, president; Hugh Riddle, general superintendent; Francis H. Tows, secretary and treasurer; and P. A. Hall, assistant general superintendent.

During the year 1869, a contract was entered into between the company and the United States Government for the construction of a bridge over the Mississippi River between Rock Island and Davenport, with a view of changing the location across the island of Rock Island, to accommodate the government works. The proportion to be paid by the railroad company was about \$600,000, of which \$300,000 was required that year. The bonds of the Railroad Bridge Company were also guaranteed to the amount of \$400,000. They were to mature January 1, 1870, and the first mortgage bonds of the Chicago & Rock Island Company, amounting to \$1,397,000, on the 10th of July, 1870.

The Chicago, Rock Island & Pacific road was opened for business to the Missouri River, at Council Bluffs, June 7, 1869. November 1, 1869, Hugh Riddle was made general superintendent of the road. By this time, also, the land grants made by Congress and the state of Iowa to the Mississippi & Missouri Railroad Company had been adjusted, except in one land district of Iowa, so that the Chicago, Rock Island & Pacific Company had received, by legislation and purchase, five hundred and fifty-two thousand six hundred and forty-nine acres. A new set of by-laws was adopted, June 4, 1870, and the following officers were elected: John F. Tracy, president; Ebenezer Cook, vice-president; Francis H. Tows, secretary and treasurer; F. D. Sherman, assistant treasurer; Corn Exchange Bank, of New York, register of stock; Hugh Riddle, general superintendent; P. A. Hall, assistant superintendent; George C. Campbell, solicitor.

The year ending April 1, 1871, was an important one in the history of the company. The receipts of the road were \$6,028,287.29, and the expenditures \$3,405,459.06. On account of construction and equip-

ment, the company expended \$1,718,184.51; adding six locomotives to the rolling stock. At this time the equipment of the company consisted of two thousand eight hundred and fifty freight cars, one hundred and forty-five locomotives, fifty-three day coaches and ten sleeping coaches. Over four thousand men were employed. During the year, 1,828,690,104 pounds of freight, and more than 708,000 passengers were transported over the road.

The new bridge, being built by the Government and the railroad company, was not yet completed, although the work being done by the latter to approach the main structure was well advanced. Good progress had been made in the construction of the Chicago & Southwestern Railway, from Washington, Iowa, to Leavenworth, Kas., one hundred and forty-five miles being in operation from the first named point to Princeton. During the year the Land Department had received certificates from the Interior Department for one hundred and sixty thousand three hundred and seventy-three acres, under the act of Congress of June, 1864. The sales amounted to twenty-eight thousand and twenty-two acres, for the sum of \$213,575.

The division of the road known as the Chicago & Southwestern was opened October 9, 1871. The branches begun or completed in 1871 equaled in distance two hundred and thirty-nine miles, which includes the road between Centerville, Iowa, and Cameron, Mo., and the connections with the new bridge at Leavenworth, Kas. The system, then actually operated by the road, was as follows: Chicago to Davenport, one hundred and eighty-three miles; Davenport to Council Bluffs, three hundred and ten miles; Washington, Iowa, to Leavenworth, Kas., two hundred and seventy-three miles; DeMoines, Indianola & Winterset line, forty-seven miles; Bureau Junction & Peoria, forty-six miles; Washington & Sigourney, Iowa, twenty-nine miles; Atchison branch, twenty-nine miles; from Centerville, Mo., to Cameron, Iowa, one hundred and twenty-nine miles. Total, one thousand and forty-six miles.

RANSOM R. CABLE, president of the Chicago, Rock Island & Pacific Railway, was born in Athens County, Ohio, in 1834, the son of Hiram and Rachel (Henry) Cable. During his early life he received but sparse educational advantages, the tuition imparted at the common schools of Athens County being all that he obtained. But a desire for liberal attainments, and a determination to acquire them, united to a rare faculty for study and the retention of the valuable part of the study pursued, matured the intellect of the student, and more than supplied the early want of an imparted course of science and literature. Hence, at the age of seventeen, he is found engaged as a partner in the lumber business, superintending the work in the forests, and actively participating in the general management. These supervisory duties he retained until 1856; and came west, in 1857, to Rock Island, and from thence went to Valley City, nine miles north of Davenport, where he remained as the proprietor of a flouring mill, until 1859. He then became engaged in the coal and railroad business at Rock Island, Ill., and subsequently accepted the position of president of the Rock Island & Peoria Railroad, which he retained until 1880. In connection with these offices, he was also manager of the old Rockford, Rock Island & St. Louis Railroad, for the four years from 1871 until 1874. His extensive railroad experience and manifest capability in the management of railroad business, led to the proffer of the position to Mr. Cable, in 1880, that he now occupies, and which he, in that year, accepted. During 1880, also, Mr. Cable removed to this city, of which he has since been a permanent and valuable resident, prominent chiefly by his unostentatious performance of all the duties, official, social and political, which have devolved upon him, and becoming honored and esteemed by all with whom those duties have brought him in contact. Mr. Cable was married twice; the second time to Miss Jane Buford, of Rock Island; and has four children, Hiram S., Josephine, Fanny and Benjamin.

HUGH RIDDLE is one of the oldest railway men in the western country, and commenced his experience in the engineering depart-

ment on the construction of the New York & Erie Railway, in 1846, and remained in that connection until the completion of the road. In 1851, he was appointed resident engineer of the Silver Creek and State Line Division of the Buffalo & State Line Railroad, and occupied that position until the road was completed to the Pennsylvania state line, when, in 1852, he entered the engineering department of the Canandaigua & Niagara Falls Railroad. In 1853, he returned to the Erie Railway, to accept the position of assistant engineer, which he retained until he was made division superintendent, in 1855. In 1856, Mr. Riddle was made general superintendent of the same road, which position he resigned in 1860, and, on November 1, accepted the position of superintendent of the Chicago, Rock Island & Pacific Railway. Mr. Riddle subsequently occupied the positions of vice-president and president, resigning the latter position in June, 1883. He is still a member of the directorate of the road, and also a member of the Western Trunk Line Committee of Arbitration.

ABEL KIMBALL, vice-president and general superintendent of the Chicago, Rock Island & Pacific Railway, is a native of New Hampshire, and his boyhood and the early years of manhood were passed in the New England States. Mr. Kimball is one of the oldest railroad men in the west, having been connected with different corporations all through his life. When a young man, he went into service on the Connecticut River Railroad, remaining there for a short time. He next engaged with the Cocheo (New Hampshire) Railroad, and subsequently was connected with the Newburyport (Massachusetts) Railroad. In 1856, realizing the grand opportunities presented to energetic and ambitious young men in the Great West, he concluded to cast his lines among the stirring people of Iowa. In that year he went into the employ of the Mississippi & Missouri Railroad Company, which operated a railway from Davenport to Iowa City. He took the position of master mechanic, and held the same for two years. In 1858, he was promoted to the superintendency of the same line, and filled that office for eight years. In 1866, the Chicago, Rock Island & Pacific commenced its rapid stride forward as a successful railroad, and the demand for men of superior ability and tried experience, to take its management, became necessary. The excellent reputation which Mr. Kimball had won during his ten years residence in the West, was well known to the Rock Island people, and, in 1866, he was tendered the position of superintendent of one of the divisions of the road. He accepted, and for a number of years filled the office. Subsequently, he was made assistant general superintendent of the road, and, in April, 1877, was elected general superintendent. He has filled that office up to the present time; and his rare executive ability, combined with his sterling character, as an upright man, and his energetic labors in behalf of the great Rock Island road, have made him recognized and esteemed by the directors as is no other official of that corporation. In June, 1882, Mr. Kimball was elevated to the office of vice-president, and in conjunction therewith performs the duties of general superintendent. In a work of this kind, representing the leading and most prominent officers and managers of railroads, it would be a serious error to omit the well known and highly esteemed name of Abel Kimball. To him, as much, perhaps, as any other man, is due the credit and honor of making the Chicago, Rock Island & Pacific route what it now is.

EVERETTE ST. JOHN, general passenger and ticket agent of the Chicago, Rock Island & Pacific Railway, was born in Litchfield Co., Conn., February 4, 1844. He resided there until he was sixteen years of age, but he did not enjoy the advantages usually allotted to the youth of this day. During his boyhood, he was employed in a store and the post-office of his native town, and although he was unable to obtain the education he so much desired, his young business experience deeply impressed upon his mind the principles which have been conspicuous in his manhood. His parents were the descendants of one of the oldest families of New England, and they possess those sturdy virtues which were characteristic of the fathers of that section of our country. The son found it necessary that he should "work out" in order to assist in the support of his family, and he nobly applied himself to the discharge of this duty. When he was about eighteen years of age, he came west and was offered a position as clerk in the general ticket office of the Great Western Railroad, at Quincy, Ill. This was in 1862, and during that year the Great Western Railroad of Illinois succeeded in becoming a corporation, and Mr. St. John went into the general ticket department of the new company. On July 4, 1864, he was offered a more lucrative position in the ticket department of the Chicago, Rock Island & Pacific Railway, he came to this city, where he has since resided and has been connected with the same ever up to the present date. He first took a position as clerk at a salary of forty dollars a month, but within two years had, by his conscientious and faithful work, won the post of chief clerk, the date of his promotion being November 1, 1864. This position he held for five years, and was then given entire charge of the general ticket office. The title of general ticket

agent was not conferred until September, 1869, although he virtually held that office. He so continued up to January 1, 1879, when he was made general passenger and ticket agent of the line, which office he holds at the present time. No man has had more to do with the great passenger traffic of Chicago than Mr. St. John; and his twenty-three years of service in this department has not been without its rewards, for he has gained a handsome competence, won the highest esteem of his co-laborers, and enjoys to the fullest extent the regard and confidence of all who know him. Mr. St. John was married at North Brookfield, Mass., to Miss Emiline B. Lamson, of Andover. He has for many years been a member of the Masonic Order, is a past master of Waubansia Lodge, No. 160, A., F. & A. M., was a member of Apollo Commandery, No. 1, K. T., and is at present a member of Montjoie Commandery, No. 53, K. T. Mr. St. John is a member of the Union League Club, and personally is a most genial and courteous gentleman. In the midst of his responsibilities and the urgent duties of his office he is at all times approachable; seemingly with more demands upon his time than time will allow, he yet finds time to listen to the requests of all. On July 1, 1885, he was appointed assistant to the general manager.

WARREN G. PURDY, local treasurer of the Chicago, Rock Island & Pacific Railway, was born in Baltimore, Md., in 1843; the son of John H. and Louisa A. Purdy. He received his education at the public schools of his birthplace, graduating from the high school in 1859. In that year, he came to Chicago, and, on August 1, became a clerk for the Illinois Central Railroad Company, with which he remained until February, 1863. He then went to St. Louis, as chief clerk of the machinery department of the Ohio & Mississippi Railroad. In 1864, he returned to Chicago and accepted the position of chief clerk in the Quartermaster's Department at Camp Douglas, with Captain Charles Goodman, A. Q. M. After three years of service with the Quartermaster's Department at Chicago and on the frontier of Texas, he re-entered the railroad service in January, 1867, as general bookkeeper for the Rock Island road. This situation he occupied until December 1, 1867, when he received the appointment of cashier, and, on April 1, 1877, was further advanced to the position he has since retained. Mr. Purdy is one of the oldest members, and a past master, of Landmark Lodge, No. 422, A. F. & A. M.; a member of Fairview Chapter, No. 161, R. A. M.; has taken the Council Degrees; is a member, and was the first Eminent Commander, of Montjoie Commandery, No. 53, K. T.; was First Lieutenant of the Consistory for six years, and is now a member of Oriental Consistory, S. P. R. S., and received the honorary 32° A. & A. S. R. in 1870. He was married in 1865, and has four children—two sons and two daughters. He resides at Kenwood, and is a member of the Kenwood Club and also of the Union League Club in this city.

THOMAS F. WITHROW, the general solicitor of the Chicago, Rock Island & Pacific Railway, was born in what is now Western Virginia, in 1832. While he was quite young, his parents emigrated to Indiana and afterward to Ohio. When he attained his majority he was editor of the Republican, a newspaper published in Mount Vernon, O. In 1855, he became a citizen of Wisconsin, and was connected editorially with the Janesville Free Press during the presidential campaign of 1856. While engaged in editorial work he also studied law. In September, 1857, he completed his preliminary study in the office of Miller & Beck, at Fort Madison, Iowa, and was admitted to the bar. In November in the same year, he settled in Des Moines which had just become the capital of the state. During the entire administration of Governor Ralph P. Lowe, and a portion of that of Governor Samuel J. Kirkwood, he was private secretary in the executive office. In October, 1859, he was married in Hamilton, Madison Co., N. Y., to Miss Jennie F. Goodwin, of that place. In 1860, he was appointed by the Supreme Court of Iowa the official reporter of its decisions. During his term of seven years, he published thirteen volumes of Iowa Reports. In 1863, he was chairman of the Republican State Central Committee of Iowa. In 1866, he became the local attorney of the Chicago, Rock Island & Pacific Railway Company, which was then constructing its line through Central Iowa. In 1868, he was prominent in the struggle between the Tracy directory of that company, and a syndicate which embraced nearly all of the operators in Wall Street. The Tracy party proposed to extend the railroad from Des Moines to Council Bluffs, and the Wall Street syndicate attempted, by numerous injunctions, to prevent such extension, with a view to applying the moneys which had been provided for that work to the paying of large dividends to the stockholders. After the success of the Tracy party, Mr. Withrow became the division solicitor of the company, in charge of the litigation on the central and western Iowa divisions, extending from Brooklyn to Council Bluffs. These duties he performed in connection with his general practice as a lawyer in the Federal and State Courts of Iowa. In 1872, he became the principal law officer of the Rock Island Company, and removed to Chicago, where he still resides.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.—The Michigan Southern & Northern Indiana, the Erie & Northeast, and the Buffalo & State Line railroads were consolidated as the Buffalo & Erie, June 28, 1867. The Cleveland, Painesville & Ashtabula Railroad Company was chartered in 1848, opened in 1852, leased to the Cleveland & Toledo Railroad Company, October 8, 1867, and its name changed to the Lake Shore Railroad Company, June 22, 1868. The two roads were consolidated, April 6, 1869. The present road was formed by these consolidations, May 27, 1869, and of the Buffalo & Erie on August 10.

The authorized stock in 1871 was \$50,000,000, of which amount, shares equal to \$35,000,000 were issued to consolidating companies. The directors were empowered to dispose of the \$15,000,000 remaining and, on October 7, 1871, the holders of common stock purchased the entire offer at 33½ per cent.

The presidents of the Michigan Southern & Northern Indiana Railroad Company, from 1855 to 1869—the year of its consolidation with the Lake Shore—were as follows: John Wilkinson, April, 1855, to April, 1857; Edwin C. Litchfield, April, 1857, to August, 1857; Jonathan H. Ransom, August, 1857, to September, 1857; John B. Jervis, September, 1857, to April, 1858; George Bliss, April, 1858, to April, 1860; Elisha M. Gilbert, April, 1860, to June, 1863; Martin L. Sykes, Jr., April, 1864, to August, 1865; Elijah B. Phillips, October, 1, 1865, to consolidation in April, 1869. Mr. Phillips remained president of the newly organized Lake Shore & Michigan Southern Railway Company until May, 1870, when he was succeeded by Horace F. Clark, who served up to the time of his death, June 19, 1873.

The general superintendents of the road were as follows: James Moore, April, 1855, to May, 1856; Sam. Brown, May, 1856, to July, 1858; John D. Campbell, August, 1858, to August, 1863, the time of his death; Henry H. Porter, November, 1863, to October, 1865; Charles F. Hatch, October, 1865, to March, 1872. John H. Devereaux, vice-president of the road, was also general manager from May, 1870, to June, 1873.

UNION DEPOT BUILDING.—In April, 1866, the buildings for the depots of the Michigan Southern and Chicago, Rock Island & Pacific companies were commenced, between Jackson and Van Buren streets, with Sherman street on the west and Griswold on the east. The depot building proper, built of Joliet stone, was not entirely completed until the next spring. It was an imposing three story structure, with mansard roof, having three towers, the central one being higher and more elaborate in design than the others. The passenger room for the joint accommodation of the two roads, was spacious and convenient, the office portion of the depot being divided between the companies by a wide hall. On the second floor were the principal general offices; on the third, quarters for the subordinates; while above them were the attic, store rooms and several private apartments. The entire cost of the structure was about \$225,000. The car-shed was five hundred and forty-two feet in length, being over sixty feet from the ground to the top of the arched roof. Dormer windows gave the necessary light. The designs for the buildings were drawn by W. W. Boyington.

In addition to the above, the Michigan Southern Company, during the fall of 1866, constructed a freight depot from Harrison Street, six hundred feet south to Polk, capable of storing two thousand tons.

JOHN NEWELL, president of the Lake Shore & Michigan Southern Railway, is a gentleman who has arrived at his present

position through no favoritism or undue financial influence, but simply by earnest application to the various duties he was called upon to perform in his long and diversified railroad experience. Mr. Newell is thus an exemplar of the position to which a man can attain from small beginnings, as a recognition of his fitness for it. In 1846, he first entered upon his railroad experience as rodman in the engineering department of the Cheshire (N. H.) Railroad, where he remained for one and one-half years. He then became an employé of the Vermont Central Railroad, as assistant engineer in charge of the construction of the division extending from Montpelier to Northfield. Afterward, he had supervision of the completion of the terminal section of this road, with headquarters at Burlington, Vt., and remained in such position until it was finished, in 1850. Mr. Newell then went on the extension of the Champlain & St. Lawrence Railroad, in course of construction from near

John Newell

LaPrairie to Montreal, Canada, remaining there for one year. On the completion of that duty, he went to Kentucky, to make surveys for the railroad from Louisville to Cincinnati, and was there in 1852-53; and subsequently, in 1853-54, was engaged in making surveys for the Saratoga & Sackett's Harbor Railroad. On the completion of his duties on that road, Mr. Newell went to Cairo, Ill., as engineer for the old Cairo City Company, and remained with that corporation one year; after which, in 1856, he accepted a position with the Illinois Central Railroad, as engineer, in charge of the maintenance of way for the northern section of the line, from Wapella to Dunleith—now East Dubuque—and occupied that situation until 1863. In the same year, Mr. Newell superintended the construction of the Winona & St. Peter Railroad, in Minnesota, and continued that duty until the spring of 1865, when the road was opened to Rochester, Minn. He then went to Cleveland, Ohio, as president of the Cleveland & Toledo Railroad, occupying that official station until 1868; he was also engineer and superintendent of the New York Central Railroad, during that year. In 1869, he returned to the Illinois Central Railroad, as vice-president, and remained in that position until 1871, when he was elected president of the road, and continued as president until 1875. Following his retirement from the Illinois Central, Mr. Newell was, for about six months, in general charge of the affairs of the St. Louis Bridge Company. In 1875, he accepted the position of general manager of the Lake Shore & Michigan Southern Railway, holding the title of manager until May, 1883, when he was elected to his present position of president—a culmination which is the result of years of preparation, study, and toil, bestowed upon the railroad business. Mr. Newell was born in West Newbury, Essex Co., Mass., in 1830; the son of Moses and Sally (Moody) Newell. His father was occupied a great deal with the



LAKE SHORE & MICHIGAN SOUTHERN RAILWAY DEPOT.

duties of the various offices to which he was successively elected by his fellow citizens, in the Legislature and elsewhere. He was a man of good education, sterling probity and worth. Necessarily, the performance of public duties took Moses Newell away from the home-land a great deal, and John Newell was left in charge of it. He also attended the schools of Essex County until his entry into business in 1846; and, during his experience in actual business, his scholastic education was augmented and made fruitful. Mr. Newell has never had any ambition to enter public life, or, perhaps it would be more correct to say, he is such a firm believer in the necessity of doing one thing well, that he has never found time to spare from his railroad duties, to devote to a political career. This fact is the secret of his success; and those young men who deplore their inability to "get on" in the world may find a panacea for their complaint, in emulating the example of John Newell. He was married, in 1857, to Miss Judith P. Hills, of the town of West Newbury, Mass. They have four children—Anna, John E., Helen, and Ashbel Barney.

CHARLES M. GRAY, assistant general freight agent of the Lake Shore & Michigan Southern Railway, was born in Chenango County, N. Y., in 1807. He received his education in Ontario County, at the common schools, and went to Philadelphia, at the age of nineteen, and engaged in the building business until 1832. In that year, he went to New York State, and staid until the spring of 1833, when he came to this city, arriving here on June 12 of that year. Since becoming a resident of Chicago, Mr. Gray has been thoroughly identified with the progress and interests of the city, and his name is frequently found in the first volume of this history. Shortly after his arrival, he became a building contractor, and erected Sherwood's and James A. Smith's stores. During the construction of the latter, he was injured, from which hurt he contracted sciatic rheumatism. This necessitated his seeking some occupation where a large amount of activity would not be requisite, and the out-going street commissioner, McClintock, helped Mr. Gray to secure that office, which he held for three years, until 1840. During his tenure of office, he built the first bridge on Randolph Street, over the river, from which any benefit was derived; he bought the timber of Augustin Deodat Taylor, and ripped out plank with a whipsaw to make the floating pieces. In 1840, he carried on the manufacture of grain cradles, and continued it until 1847, when he went into the reaper business with Cyrus H. McCormick (see page 569, vol. 1). Mr. Gray built the factory on the pier, having purchased the property from William B. Ogden, and sold out his interest in the factory and business to Mr. Ogden, in 1848. In March of that year, also, Mr. Gray was elected first assistant of the City Fire Department, and was, for some time subsequently, prominently connected with that branch of the civic interests (vide page 225, vol. 1). In 1843, he went to California, and remained there until the following year, when he returned to Chicago and went into business with A. T. Spencer, as agents for Charles M. Reid's line of side-wheel steamers, that plied between Buffalo and this port; their wharf was at the foot of State Street. Mr. Gray remained in that business until 1852, when he sold his interest to Mr. Spencer, and remained out of active mercantile pursuits for a brief time, being mayor of the city in 1853, elected on the Democratic ticket. In 1854, he entered the freight department of the old Michigan Southern & Northern Indiana Railroad, and, except for about one and one-half years, has been with the road since that date, through its consolidation and various administrations. In connection with the long and faithful service of this gentleman in the freight department, too much credit can not be attributed to Mr. Gray for the successful working of the present system, always realizing that he was the servant of the people as well as of the corporation which he represented. From the time the Michigan Southern & Northern Indiana Railroad entered this city, George M. Gray, the brother of Mr. Gray, was connected with the road; he is now with the Pullman Company. As narrated on pages 118 of the preceding volume, Mr. Gray was one of the founders of the Mechanics Institute, and was an earnest supporter of it. He has always resided in the city, and has watched with interest its marvelous growth and development, and although no uncertainty has occurred wherein its interests could be promoted, he has been promoted by unostentatious but effective work and influence. Mr. Gray is always lent his assistance thereto. He was married in 1812 to Miss Mary A. Holmes, of Philadelphia. During the early years of Odd Fellowship in this city, Mr. Gray presided there, but he has not actively participated in the continuance of the order for many years.

GEORGE M. GRAY, senior, was a true distinction in connection with the history of Chicago, in that, of being among the oldest living settlers, the oldest that of being one of the oldest railroad men. He was born in Saratoga County, N. Y., in 1818; the son of A. Fred and Mary (Hill) Gray. At the age of twelve, he entered a store in Hudson County, N. Y., where he remained until 1834, when he came to Chicago, his parents, with the remainder

of the family, having arrived here during the preceding year. Since coming here, Mr. Gray has fought the battle of life, as was inevitable with the early residents of Chicago, and now enjoys the position he occupies, with the Pullman Palace Car Company, as a reward for his earnest labor in the interests of the railroads with which he has been associated and as a deserved recognition of the aptitude and knowledge acquired by such experience. Shortly after his arrival, Mr. Gray became a clerk for Gurdon S. Hubbard, at that time a general storage and commission merchant as well as a mercantile dealer in the various provisions, breadstuffs, etc., needed in a frontier settlement. With Mr. Hubbard he remained two years, and then was employed by "Uncle" Peter Cohen, a merchant, for about one year; after which he was with O. H. Thompson, for about the same period. Business then became depressed, and he did anything that would result in achieving a livelihood; and, in advertising to this epoch of his residence, Mr. Gray remarks: "That the inhabitants of the Chicago of to-day can not understand the straits and makeshifts that had to be resorted to by the early settlers of the city, and what a large amount of persistence and dogged determination was needed to adhere to the fortunes of our city, despite the numberless actual and prospective discouragements of its early growth." But he, with the other members of that little phalanx, stuck to the "cradled infant," being always employed, in various capacities, during his long residence, and now rejoices in its magnificent maturity. In 1848, he engaged as a traveling agent with the McCormick Harvester Manufacturing Company, performing the duties necessary during the winter, while during the continuance of navigation, he ran the "Illinois," a packet-boat on the Illinois and Michigan Canal. These two business engagements he continued until 1851, when he became connected with the Michigan Southern & Northern Indiana Railroad, the embryo of the Lake Shore & Michigan Southern, whose office was then under the Tremont House. As a matter of correlative history, it may be stated that at that time a line of stages was run from the termination of the road, twenty miles; then the railroad again connected with Michigan City; then omnibuses were run for twelve miles, over a plank road, to La-Porte, Ind., from which point the railroad was complete to Toledo, O., a large portion being laid with strap rail; and from Toledo it ran to the Maumee Swamp, where stages were again employed. Thus, three interregnums of staging occurred between Chicago and Buffalo, and in these stage lines Mr. Gray was actively and financially interested. On February 22, 1852, the through line to Chicago was opened, being the first uninterrupted railway communication between New York and this city. The technical designation of Mr. Gray's office, with the Michigan Southern & Northern Indiana and the Lake Shore & Michigan Southern railroads, was general western agent, which he retained until 1862, when he resigned. One incident of his trials, in connection with this office, was the prevalence, in early days, of the "Wild Cat Currency," which was a constant source of anxiety and worry to him; as a bank arose and fell so rapidly, that what was quoted as good money in the morning might be worthless by the evening; and Mr. Gray was annoyed by the apprehension that such depreciation might transpire, at any moment, in the large amounts of money he handled on the company's account. In 1865, he resumed his association with the Lake Shore road, being made general western agent of the through line to Buffalo, which he retained until his resignation in 1867. In that year, he became general agent of the Pullman Palace Car Company, at Chicago, and occupied that situation until his appointment, in 1873, to the one he at present occupies, that of general ticket agent. In 1854, Mr. Gray was one of the founders of the present hardware house of Hibbard, Spencer, Bartlett & Co., then inaugurated as Tuttle, Hibbard & Co., and comprising Nelson Tuttle, Fred Tuttle, H. G. Hibbard, and George M. Gray; Mr. Gray remaining as a silent partner until 1864. He was married, in 1839, to Miss Maria Louisa Johnson, of Brownsville, Me. Mr. Gray has for many years been an Odd Fellow, having taken all the degrees in that organization.

W. P. JOHNSON, general passenger agent of the Lake Shore & Michigan Southern Railway, was born on June 22, 1834, at Whitehall, N. Y. At seventeen years of age, he entered the service of the Bennington & Rutland Railway (then the Western Vermont Railroad), as office boy in the general office at Rutland, Vt. In August, 1854, Mr. Johnson came to Chicago and entered the employment of the Chicago, Burlington & Quincy Railroad (then the Chicago & Aurora Railroad), as clerk in charge of ticket reports and tickets. He retained this position until 1855, when he entered the service of the Illinois Central Railroad, as bookkeeper for the passenger department, and the same year was appointed general passenger agent of that road. He retained this position until June 1, 1880, when he resigned, for the purpose of accepting the position he at present occupies.

L. H. CLARKE, chief engineer of the Lake Shore & Michigan Southern Railway, was born in Becket, Mass., in 1830, the son of

Abijah and Judith (Hayward) Clarke. He received his education at the common schools of his native place and subsequently at the Lee Academy. His first business experience was precisely that of so many of the Eastern boys—clerk in a general country store; which position he only retained for a few months, however. He then, about 1849, commenced his railroad experience as rodman on the Vermont & Massachusetts Railroad, from Fitchburg, Mass., to Brattleboro', Vt., and remained there for about six months; after which he occupied the same position on the Vermont Valley Railroad, from which he was promoted to leveler, and remained with that road about eighteen months. In the spring of 1851, Mr. Clarke came to Illinois, and entered the employ of the Illinois Central Railroad as assistant to the division engineer, whose division comprised the line, from about thirty-five miles south of the Illinois River, in the vicinity of Minonk station, to Decatur. He remained there two years, and then received the appointment of chief engineer of the Racine & Mississippi Railroad, where he remained for about eighteen months, until the road became bankrupt. He then, in the spring of 1855, returned to the Illinois Central, and was division engineer in charge of the completion of the line from Mattoon to Centralia. After the finishing of this last section, in the fall of 1856—it was opened for traffic about January 1, 1857—Mr. Clarke became division engineer in charge of the maintenance of the road—track, bridges and buildings—between Kankakee and Centralia, and occupied that position until early in 1859, when he was appointed chief engineer of the entire line. This appointment Mr. Clarke retained until May 1, 1877, when he accepted his present office, which he has retained since. Mr. Clarke was married, in 1853, at Bloomington, Ill., to Miss Rosan Brown, of Geneva, Ill.; they have one daughter, Mary Judith, now Mrs. C. H. Babcock, of this city. About 1862, Mr. Clarke became a member of Oriental Lodge, No. 33, A. F. & A. M.

MICHIGAN CENTRAL RAILWAY COMPANY.—In the first volume of this history, the building of the main line by the State of Michigan and the Michigan Central, from Detroit to Kensington—then called Calumet—fourteen miles south of Chicago, has been stated. Upon its completion, in May, 1852, running arrangements were made with the Illinois Central for the use of its track from Kensington. The only road operated in Illinois by the Michigan Central Company is the Joliet & Northern Indiana, from Joliet, east twenty-nine miles, to the state line at Lake, where it connects with the Michigan Central, and is operated under perpetual lease, \$89,000 annual rental being paid. It commenced operation in 1854. The roads owned and operated by the Michigan Central Railway Company in 1871 were: Chicago & Detroit, two hundred and eighty-four miles; Jackson & Niles, or the Air Line, one hundred and three miles; Grand River Valley, Jackson to Grand Rapids, ninety-seven miles; Jackson, Lansing & Saginaw, one hundred and forty-four miles; Kalamazoo & South Haven, thirty-two miles; Niles & South Bend, ten miles; Joliet & Northern Indiana, forty-four miles—all aggregating seven hundred and fourteen miles. The company had, in addition to the lines mentioned, the use of the Chicago & Michigan Lake Shore road to Pentwater, a distance of one hundred and fifty miles, which brought the mileage of roads actually operated up to eight hundred and sixty-four miles. The construction of second tracks between Lake Station and Niles and Ypsilanti and Detroit, was begun in 1871, and the introduction of steel rails marked the history of the road during the same year. Under the Illinois State act of 1869, the Michigan Central, Illinois Central and Chicago, Burlington & Quincy companies were, in 1871, using the same grounds for depot purposes in Chicago, the land lying between the main river and Randolph Street, east of Michigan Avenue. The principal officers of the company in that year were: James F. Joy, president; N. Thayer, vice-president; Isaac Livermore, treasurer; H. E. Sargent, superintendent; Joshua Crane, assistant treasurer and secretary; and William Boott, auditor.

HOMER EARLE SARGENT, capitalist and president of the

Fargo & Southern Railway, was born in Leicester, Mass., and received his education at the academy in that town. When Mr. Sargent became of age, he decided to enter into the railroad service, and in 1845 he took his first position. It is a general rule, where a man commences a trade or profession in early life, is unfaltering in the prosecution of his calling, and never loses sight of his original intentions, that that man is the one who will most surely be successful. Mr. Sargent is no exception to this rule, for he has devoted forty years of his life to his first adopted vocation. He entered into the service of the Boston & Worcester Railroad as station agent, in 1845, at Millbury, Mass. Later he was transferred to the office at Worcester; and afterward, for eight years, was general freight agent of the company at Boston. He was connected with this company for thirteen years; and while general agent personally prepared the first through freight tariff ever inaugurated, by which merchandise was shipped across the country from Boston to St. Louis. The maiden venture of Mr. Sargent, from which has grown a through traffic business unequalled in any other country of the world, made an indelible impression upon his mind. The first shipment was a consignment of boots and shoes for North & Scott, of St. Louis. In making the tariff, Mr. Sargent visited the offices of the New York Central, at Albany, the Great Western Railroad of Canada, the Michigan Central of Detroit and Chicago, and Chicago & Alton, also in Chicago. He conferred personally with Mr. Druland, since deceased, of the New York Central; C. J. Brydges, general manager of the Great Western, who is now the chief factor of the Hudson Bay Company, at Montreal; with Superintendent Rice, of the Michigan Central, at Detroit, who is now a resident of Concord, Mass.; and then with Governor Matteson, who was president of the Chicago & Alton road, and who also controlled the interest of the steamboat line from Alton to St. Louis, the place of destination of the goods. Thus the above named gentlemen formed the first tariff sheet, through and by the exertions of Mr. Sargent. The business, of course, was not thoroughly systematized, and it was agreed by the representatives of the different roads that a special mark should be placed upon the packages so they could be easily identified. The tariff amounted to about a combination of the different local rates. It was two dollars and forty-five cents for one hundred pounds from Boston to St. Louis, the same goods now being shipped for fifty cents, or less, a hundred, and is an every-day occurrence. From this shipment, originated by Mr. Sargent, has grown the through bill-of-lading system which is now generally in vogue. In 1858, Mr. Sargent was called by the Michigan Central Railroad Company to take the office of general freight agent at Chicago. He held that position for eight years, and was then made general superintendent and general manager, which position he held for the same length of time, his service with the Michigan Central road covering a period of sixteen years. Another event occurred in Mr. Sargent's career, while with this road, which served to place his name prominent among the energetic and enterprising railroad managers of that time. While acting as general manager of the Michigan Central, George M. Pullman had put his sleepers on the Chicago & Alton line. When the third rail was laid on the Great Western Railroad, Mr. Sargent—who was one of the incorporators of the Pullman's Palace Car Company and for many years afterward a director—was largely instrumental in securing the first Pullman sleeping-car service eastward from Chicago over his road, Mr. Pullman running his cars over that line, the Great Western and New York Central, to Rochester, New York. This was considered a marked event. The friends of Mr. Sargent count among the many prominent efforts of his life none greater than the origination of the Union Stock Yards of this city, the success of which was entirely due to his initial labor. Chicago, up to 1864, had several very extensive stock yards, owned by different corporations, but these were so badly located and inaccessible that it was deemed necessary that something should be done to concentrate this growing traffic. It was thought advisable, in order to secure the very best advantages, to establish union yards, where the location and space would be all that was required for years to come. Mr. Sargent, with keen perception of what was necessary and essential to the success of such a scheme, decided that no better location could be found for the union yards than where they are now situated. The land was then far away from the outskirts of the city, but midway between the incoming and out-going stock-carrying roads, and it was adjacent to the packing interests then located on the South Branch of the Chicago River. The Union Stock Yards and Transit Company was organized in 1864, and the stock of the corporation was almost all immediately subscribed by the leading railroads of Chicago. Mr. Sargent was chairman of a committee of three who purchased the present location of John Wentworth for \$100,000 for a half-section of land. It is now worth a score of millions, the center of a great population, and the largest interest of the kind in the world. H. H. Porter, now one of the leading railroad men of the west, and who

was then general freight agent of the Lake Shore & Michigan Southern Railroad, and John Houston, then the representative of the Pittsburgh, Fort Wayne & Chicago line were the other members of this committee. The purchase of this land was made prior to the organization of the company, which received a special charter from the State Legislature on February 13, 1865. Mr. Sargent was made one of the directors and was a prime mover in the management of the stock yards until a few years ago, when he gave way to younger men. It took several years for the originators to complete the stock-yard system, but Mr. Sargent may look back with the greatest degree of pride to what he did toward the establishment of an interest, now grown to magnificent proportions, and which is a criterion and model for further enterprises of a like nature. After leaving the Michigan Central, Mr. Sargent was offered the general management of the Northern Pacific Railroad. This was in 1877. He at first declined, but later in the year he was prevailed upon to accept the position, in which he continued until May, 1881, just previous to the completion of the road. He tendered his resignation upon the retirement of C. B. Wright, president of the road, who was succeeded by Frederick Billings. In September, 1883, Mr. Sargent became interested in the projected railroad which was destined to run from Fargo, Dakota, to Ortonville, Minnesota. This road, which is one hundred and twenty miles in length, is owned by a syndicate of less than a dozen persons, residents of New York and Chicago. Mr. Sargent is president of the company; and at the time he became identified with the Fargo & Southern there had been but thirty-five miles graded. In less than ten months, or on July 3, 1884, the entire line was completed and ready for operation. The road connects at Ortonville with the Hastings and Dakota division of the Chicago, Milwaukee & St. Paul Railway, thus making a through line between Fargo, Minneapolis, St. Paul and Chicago. Through passenger trains were put on this line August 17, 1884, and the business of the road has constantly and rapidly increased since its inception. It has been of great value to Fargo; and the Argus of that city, speaking of Mr. Sargent and his connection with the Fargo & Southern Railroad, says:—"The people of North Dakota know Mr. Sargent well. The people of Fargo have a right to claim him as one of her greatest benefactors and somewhat of a citizen, because he has always had a warm spot in his heart for the city, and spends much of his time here now, as president of the Fargo & Southern railway system, in which he takes great pride. The Fargo & Southern, although originated by Fargo men, owes its great success to Mr. Sargent taking hold and engineering its financial operations and securing its completion. Besides his heavy railroad interests in Dakota and Minnesota, this gentleman is identified largely in this city, in several corporations. Mr. Sargent was first married at Worcester, Mass. to Maria, daughter of Thomas Bottomly, Esq., in 1848. Her death occurred in 1852. On December 2, 1861, Mr. Sargent was again married, his wife being Rebecca E. Wheaton, of Warren, R. I. They have four children, the eldest of whom, Fredrick Sargent, is now in the lumber trade at Necedah, Wis., and was a graduate of the U. S. Naval Academy, of Annapolis, Md.; the second son, John Sargent, is attending the Sheffield Scientific School of Yale College; and the other two children, William and Homer E., Jr., are at home.

NATHAN A. SKINNER, commercial agent of the Nickel Plate Line of the New York, Chicago & St. Louis Railway, was born in Ontario County, N. Y., March 22, 1829. Mr. Skinner was brought up at home until he attained his majority, receiving his education at the schools of his native town. About 1851, Mr. Skinner began business life by taking a position with the Rochester Transportation Company, shippers of freight by canal between Rochester and New York City. He clerked in their office until 1854, when he went to Suspension Bridge, New York, as agent of the Union Express Company, the first organized fast freight line in America. A circular issued by that company, in August, 1855, states that they were ready to make contracts for delivering freight direct from Detroit, without change of cars, to points on the Chicago, Alton & St. Louis and Illinois Central railroads; that it was the only messenger freight express between New York or Boston and the West. Goods shipped on those days, even by the so-called fast freight line, were obliged to be transferred several times before reaching their destination. The capital stock of the Union Express Company was \$1,000,000, and the rates on first class freight, from New York to Chicago, were \$1.71 a hundred. Among the terms of agency contained in this circular—there were only thirteen in case of N. A. Skinner, Suspension Bridge. Mr. Skinner discharged his company's business for about three years, and then took a private contract as a long lease of Suspension Bridge, with which he remained until December, 1861. In that month, he came to Chicago, and went to work as bill clerk for the Michigan Central Railroad. He held that position for some time, and was then promoted to a clerkship in one of the departments, which he held for about two years. Mr. Skinner then received an appoint-

ment as contracting agent for the Blue Line Fast Freight, an auxiliary of the Michigan Central, with headquarters in this city. He remained in that office for some years, and was then made freight agent in this city for the Great Western Railway, in whose service he remained until the opening of the Nickel Plate Line, in October, 1882. He was appointed commercial agent of that line, now controlled by the Lake Shore & Michigan Southern Railroad, and has held the position up to date. Mr. Skinner is a most affable, genial and obliging railroad man, and has always stood in the highest estimation of his employers and co-laborers. During his fifteen years' connection with the Michigan Central Railway, he won hosts of friends, who took occasion, on the first day of January, 1871, to express their admiration for him by the presentation of a very handsome gold watch and chain as a slight token of the high regard in which he was held by the donors.

JOHN H. COOK, now general northwest-n freight agent of the St. Louis & San Francisco Railway, is among the oldest railroad men in Chicago, having been in service nearly thirty-six years. Mr. Cook was born in Otsego County, N. Y., on June 25, 1830. In 1849, he went to work with the Michigan Central Railway, when that company's line was only completed to Kalamazoo, and he commenced on the construction of the road running west from the above mentioned point. He was so employed until the Michigan Central line was completed to New Buffalo, and then was given a freight conductor's position, which he held until 1857. He was then made assistant train manager on the division between Marshall and Chicago, the line having been completed to this city early in 1852. He acted in that capacity for about two years, and was then given charge of a passenger train which he ran until the breaking out of the war in 1861. The Michigan Central, at that time, leased the northern division of the Louisville, New Albany & Chicago road, and for three years Mr. Cook was their representative in the south, southeast and southwest territory, with his headquarters at Indianapolis. In 1865, he took the position of joint western passenger agent for the Michigan Central and the line then known as the Indianapolis & Cincinnati Line, with headquarters in Chicago, which office he held for about two years, at which time the line was abandoned. He then connected himself with the Pennsylvania Company, and acted as their ticket agent in this city, with his office under the old Tremont House up to the time of the fire of 1871. His office was then removed to the temporary Tremont House, on Michigan Avenue. When the burned district was being rebuilt, a little brick building was erected on the corner of Madison and Canal streets, and Mr. Cook moved his office thereto, selling the first ticket from that building himself, as well as the very last, when the house was torn down to make greater improvements. He was with the Pennsylvania line until 1875, and then took the position of general agent for what was then known as the Rockford, Rock Island & St. Louis Railroad. The Chicago, Burlington & Quincy Railroad ultimately obtained possession of the Rockford line, and Mr. Cook was sent to St. Louis as their general southern agent, and remained there three years. In 1880, he returned to Chicago to accept the office of general northwestern freight agent of the Frisco Line, and he holds that position up to the present date. Mr. Cook resides at Hinsdale, and is a member and treasurer of the Royal Arcanum Lodge, No. 785. He was married at Summerville, Cass Co., Mich., June 3, 1852, to Miss Hannah Moore. They have a son, John H. Cook, Jr., an artistic painter by profession, and a resident of California, and one daughter, Hattie Cook.

THE CHICAGO & EASTERN ILLINOIS RAILROAD was first organized and constructed as the Chicago, Danville & Vincennes. It was chartered, February 16, 1865, and the main line from Chicago to Terre Haute was put in operation in the fall of 1872. In 1871, the road was completed to the Terre Haute and Chicago railroad junction, one hundred and forty miles, giving the block-coal region of Illinois and Indiana direct connection with Chicago. The total number of miles operated by the company, in that year, was two hundred and five. The officers of the road were: W. D. Judson, president; Amos Tenney, treasurer; F. E. Irwin, secretary; J. E. Young, manager; C. B. Mansfield, ticket agent; Charles Greenwood, freight agent; C. E. Charlesworth, superintendent; W. L. Robbins, chief engineer.

THE PITTSBURGH, CINCINNATI & ST. LOUIS RAILWAY has its origin in the Chicago & Cincinnati Air Line, afterward the Chicago & Great Eastern Railroad Company. Up to 1866, the former organization used the Chicago, Pittsburgh & Ft. Wayne track from Val-

paraiso to this city. During that year, the track from Richmond, Ind., to Chicago, two hundred and twenty-four miles, was completed, trains running into the Chicago & North-Western depot, on Wells street. In 1867, the Chicago & Cincinnati Air Line, and the Columbus, Chicago & Indiana Central (formerly the Chicago & Great Eastern Railroad) were consolidated. In 1871, the Pittsburgh, Cincinnati & St. Louis Railway Company operated the Columbus, Chicago & Indiana Central road, embracing the Pittsburgh & Columbus, one hundred and ninety-three miles; the Columbus & Cincinnati, one hundred and twenty miles; the Columbus & Indianapolis, Richmond & Logansport, Logansport State Line and Bradford & Chicago roads, five hundred and eighty-eight miles; and the Jeffersonville, Madison & Indianapolis Railroad, three hundred and ten miles; total, one thousand two hundred and eleven miles.

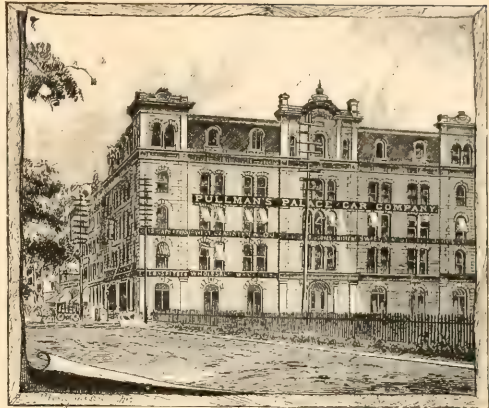
THE CHICAGO & IOWA RAILROAD COMPANY was chartered in March, 1869, and consolidated with the Ogle & Carroll County Railroad in June, 1870. In December of that year, the first train ran to Rochelle, and on April 1, 1871, regular trains passed over the road to a point opposite Oregon, on the Rock River. When, in May, 1872, the main line was put in operation from Aurora to Forrester, eighty miles, a connection was sought with the Illinois Central, and a route thus opened from Chicago to Sioux City. An attempt was made to run trains into Chicago over the tracks of the Chicago, Burlington & Quincy and the Northern Division of the Illinois Central. But before this plan could be carried out, the Chicago & North-Western Railway Company served an injunction which was in force in 1871, and which rendered inoperative the proposed arrangement.

GENERAL SUMMARY.—In the year 1871, when the period covered by this volume closes, over ten thousand seven hundred miles of road centered in, and was directly tributary to, Chicago. Seventy-five trains were leaving the city daily. The aggregate earnings of all the railroad companies were \$82,776,984, of which sum, \$29,175,119 represented the net profits.

The roads projected into Chicago in 1871, but not built, were as follows: Chicago, Decatur & St. Louis, one hundred and thirty-five miles; Chicago & Paducah, two hundred and fifty miles; Chicago, Pekin & South-Western, seventy miles; Chicago, Omaha & St. Joseph, four hundred miles; Chicago & Canada Southern, two hundred and twenty-five miles; Chicago & Pacific, one hundred and forty miles; Baltimore & Ohio, two hundred and sixty miles; Chicago & Illinois, three hundred miles; Chicago & LaSalle, two hundred and fifty miles; Wisconsin Midland (Chicago & Portage), one hundred miles; Continental, three hundred miles; Chicago, Danville & Vincennes (extension), one hundred



PULLMAN OFFICES AND RUINS.



and seventy-five miles; total, two thousand six hundred and five miles.

Before closing, a brief reference must be made to the railroad legislation of a general character, enacted previous to 1871.

The most important was that undertaken pursuant to the Constitution of 1870, which made provision for the regulation of railroad traffic by the State. In

July, 1871, an act was passed establishing the rates for freight and passenger traffic. At the same time authority was given to the Governor of Illinois to appoint three railroad commissioners, who were to annually receive the certified reports of the different companies. The legislation caused much commotion and not a little indignation among the railroad companies, and although they made their reports to the commissioners, it was under protest, and with the expressed determination to appeal the constitutionality of the law to the Supreme Court. A presentation of this interesting question, which became one of national importance, will be treated in the next volume.

PULLMAN'S PALACE CAR COMPANY.—In order that the narrative of this corporation may be presented in complete form, its publication is deferred until the third volume.

RAILROAD TRAFFIC.—Until the railroad and warehouse commission was established, in the summer of 1871, there was absolutely no official source from which to obtain statistics exhibiting the traffic, by freight and passengers, which passed over the roads centering in Chicago. The panic in 1857 seriously crippled the operation of the railroads, so that for several years thereafter their earnings show a marked decrease. In 1857, speaking in round numbers, the passenger earnings amounted to eight million dollars, and the freight to eight and three-quarter millions. By the next year, the passenger earnings had fallen off nearly a million of dollars and the freight nearly two millions. In 1859, the passenger earnings were \$5,900,000, and the

freight \$8,000,000; while in 1860 the items were: for passenger traffic, \$5,800,000; for freight, \$10,800,000.

The period of the war is no criterion by which to judge of the normal and permanent increase of railroad traffic; but, by 1869, the passenger earnings amounted to \$11,967,730, and the total dividends of the roads \$13,967,735, thus showing that their freight business about paid all operating expenses. For the year ending June 30, 1871, the passenger earnings were \$14,655,000, and the freight \$35,024,000.

FIRST REGULAR TIME TABLE.—As a matter of interest in this topic, an account is inserted of the first regular time table issued in Chicago. The Galena & Chicago Union line was completed to Elgin on January 22, 1850. At that time, four locomotives and about forty freight cars were "running on the road." John Ebbert, the first engineer on the line, who is still living, had been giving verbal directions for the running of trains; and A. W. Adams, now in the ticket auditing department of the Chicago & North-Western Railway,

is quite positive that previous to 1850 he prepared a rough time table, to apply as far as St. Charles. But the combined efforts of the "management," consisting principally of the employes and clerks stationed at the depot, and Mr. Ebbert, the engineer, resulted in the first general time table ever issued by a Chicago railroad. By the common consent of those now living, who are conversant with the facts in the case, the credit of making the perfected draft of the table is given to Norman K. Turner, now of Ypsilanti, Mich., his collaborators in its preparation being Mr. Adams, Charles Wade, now a bookkeeper at Norton's Mills, and C. D. Smith, also a resident of Chicago. The original document long afterward passed into Mr. Ebbert's possession, who in turn presented it to Phillip A. Hall, assistant superintendent of the Galena & Chicago Union road under President Turner. In 1884, Mr. Hall deposited it with the Chicago Historical Society, and thus it has fallen to the publishers of this history to reproduce this fac-simile.

Time Table					
	A	M	P	M	A
Leave Chicago	8	2			
Arrive at St. Charles	8	31	2	31	
Leave St. Charles	8	40	2	40	
Arrive at C. Hill	9	1	3	1	
Leave C. Hill	9	4	3	4	
Arrive at B. Grove	9	19	3	19	
Leave B. Grove	9	26	3	26	
Arrive at Sun. Table	9	30	3	30	
Leave Sun. Table	9	40	3	40	
Arrive at B. Grove	9	57	3	57	
Leave B. Grove	9	55	3	55	
Arrive at C. Hill	10	00	4	00	
Leave C. Hill	10	09	4	09	
Arrive at St. Charles	10	30	4	30	
Leave St. Charles	10	35	4	35	
Arrive at Chicago	11	10	5	10	

TIME TABLE GALENA RAILROAD.

MILITARY HISTORY.

AWAKENING OF THE WAR SPIRIT.

During the last week of 1860, the smouldering fire of indignation and wrath, kept burning in the hearts of patriotic Union men by the pusillanimous and aggravating conduct of national affairs, was kindled into a flame that burned clear and bright, until the necessity for its duration was terminated by the surrender of General Lee. In that week, the heroic Anderson abandoned Fort Moultrie, and, loyal to his country and his flag, took possession of the ocean fortress, Sumter; for this act, receiving the censure of the President of the United States. In that week, the Palmetto flag was hoisted over Fort Moultrie and Castle Pinckney, and the United States Arsenal, at Charleston, with seventy-three thousand stand of government arms, passed into the hands of the insurgents. During that week, South Carolina held her first Treason Convention, absolved United States officers from their oath of allegiance to the Constitution, and lowered the Old Flag from the Custom House and Post-office, at Charleston—the collector of customs announcing to the Convention there sitting, that he and his subordinates had commenced receiving duties under the authority of South Carolina, and granting clearances to vessels in the name of the same State. During that week, John B. Floyd resigned his seat in the cabinet, as Secretary of War, enraged that he was not strong enough to remove Major Anderson from Fort Sumter and remand its garrison to Fort Moultrie. The citizens of Chicago, eager to define their position before the country, and to publicly avow their loyalty, called a meeting, to be held at Bryan Hall, on Saturday evening, January 5, 1861, for the purpose of expressing their views in relation to this crisis in National affairs. The meeting was called without distinction of party, and had the cordial indorsement of men of all shades of political faith, but who were united in favor of sustaining the Union and the Constitution, and enforcing the laws of the United States.

The call was signed by the following citizens: C. H. Ray, Benjamin F. Taylor, William Bross, L. C. P. Freer, E. I. Tinkham, O. Kendall, George A. Ingalls, E. R. T. Armstrong, D. W. Lamberson, M. C. Eames, Edward Voss, J. Q. Hoyt, W. B. Keen, A. Bigelow, L. P. Hilliard, J. F. Campbell, C. B. Farwell, A. Gibbs, John Grey, William T. Barron, A. L. Coe, C. Follansbee, William H. Rice, George A. Springer, Merrill Follansbee, L. B. Taft, Norman Williams, Jr., W. Windoes, F. D. Owens, Sidney Smith, William W. Farwell, John Evan, L. Nowlin, Fred. Tuttle, Charles Walker, B. W. Raymond, W. W. Danenhower, Luther Haven, J. L. Marsh, Gilbert C. Walker, Dr. Daniel Brainard, J. S. Greene, Charles H. Curtis, E. H. Haddock, B. B. Stiles, Fred. Harding, Van H. Higgins, J. W. Chickering, A. C. Hesing, Henry Wendt, Dr. Max Myers, Joseph D. Webster, N. Eschenburg, Robert Law, W. H. Bruns, C. Vorpahl, R. Wehrli, R. K. Swift, Julius Rententhal, Gage Brother & Drake, William H. Brown, George A. Meech, James A. Hoess, S. S. Hayes, Grant E. Garlock, J. K. Botsford, Hooker & Jones, H. D. Colvin, Horace

White, S. A. Irwin, Thomas B. Bryan, George P. Hansen, John A. Bross, T. B. Carter, Mathew Lafin, D. V. Bell, A. G. Throop, H. B. Stearns, R. A. Mills & Co., E. G. Hook, H. F. Mather, Benjamin F. Quimby, John H. Kinzie, John A. Nichols, Thomas Loneragan, J. W. Waughop, George McElvaine, Elliott Anthony, Robert Hervey, S. P. Warner, John Long, J. R. Mills & Co., John VanArnam, John Nutt, Warren Miller, E. P. Towne, Root & Cady, C. Bently, S. A. Goodwin, E. C. Larned, I. N. Arnold, E. VanBuren, George Manierre, John C. Haines, C. W. Clark, E. Salomon, L. Brentano, C. L. Diehl, Leopold Mayer, Ernst Prussing, E. Bome-manus, George Schneider, Heinrich Bendly, R. Nelle-gar, E. Schlager, Adolph Loeb.

The meeting was one of the largest ever assembled in the city. All trades, professions, and business interests, as well as antagonistic political parties and opinions, were represented at this, the first Union meeting in Chicago, but all were united on the question of abiding firmly by the Constitution and the Union. S. S. Hayes, Esq., a prominent Democrat of the city and state, officiated as chairman. The members of the Committee on Resolutions, were S. A. Goodwin, W. K. McAlister, J. Lyle King, J. W. Sheahan, E. VanBuren, John C. Rogers, E. C. Larned, J. VanArnam and Digby V. Bell.

While the committee were preparing resolutions, speeches were made by General R. K. Swift, and by William Bross, of the Chicago Tribune. General Swift also offered a resolution indorsing the course of Major Anderson, which was received with the most tumultuous enthusiasm. A few short and radical resolutions were presented by A. D. Bradley, one of which contained the following sentence:

"We have neither compromise nor concession to offer dis-unionists arrayed in open rebellion to the Government, or their aiders and abettors."

Among the resolutions presented by the committee, were the following:

"Resolved, That in view of what is now transpiring in South Carolina, and other of the Southern States, and of the threats to prevent the inauguration of a President constitutionally elected, it is incumbent upon the loyal people of the several States to be prepared to render all the aid, military and otherwise, to the enforcement of the Federal laws, which may be necessary when thereunto constitutionally required.

"Resolved, That as long as men in any part of the country are plotting the destruction of the Government, or engaged in lawless outrages upon the public property—while the flag of the nation is insulted, and its public defenses seized upon—while the authority of the laws is denied and resisted, we will ignore all political distinctions and divisions, and, forgetful whether we are Democrats or Republicans, remember only that we are citizens, and stand shoulder to shoulder in defense of the Constitution, the Union and the laws.

"Resolved, That while we freely and fearlessly express our opinion as to what is the duty of citizens and States, in case of an illegal and unnecessary disruption of the Union, we most distinctly declare that in our judgment there should be an exhaustion of peaceful measures before the sword shall be drawn, and, therefore, we are in favor of any just, honorable and constitutional settlement of the entire question of African slavery, that Congress shall adopt and the people ratify."

Resolutions followed, approving and indorsing the

course of Major Anderson, and of all loyal men at the South, and also one which caused much debate and difference of opinion. It was as follows:

"We regard none of the alleged grievances, of which either section complain, as any sufficient ground for a dissolution of the Union. We believe that all these mutual subjects of difference can be better settled in the Union than out of it. That all such difficulties should be considered and arranged in a spirit of mutual forbearance and good will. That whatever these difficulties may be, they will only be aggravated by a dissolution of the Union, and that men of all political parties, in both sections of the country, should be ready to make great concessions to restore peace and harmony between the different sections of the country."

The expression, "make great concessions," caused the last resolution to be vehemently opposed by many present, and the resolution of Mr. Bradley, ending with "no compromise to offer disunionists," was received with renewed applause when again offered to the assembly. The discussion that followed was warm and earnest, but the report of the committee was finally adopted, although against the protest of many Union men present.

After the excitement of the Bryan Hall meeting had partially subsided, many who had finally voted for the disputed resolution, began even more seriously to consider what "Great Concessions" might mean to the great mass of people, to whom this meeting would voice the sentiment of Chicago. The Tribune, while giving full credit for sincerity and purity of purpose to all Union men, both those who drew up and those who voted for the resolution, condemned the resolution itself, in strong terms, as liable to abuse and misconstruction, and as committing all its avowed supporters to its meaning, as construed according to the ordinary interpretation of the language in which it was clothed. The feeling on the subject strengthened daily, culminating January 10, in a call for another meeting, signed by many of the citizens whose names were affixed to the former call, and also by others who had had no participation in it. This was headed "The Constitution as it is," and read as follows:

"The undersigned, citizens of the United States, being opposed to sending forth to the people of the Union as the sentiments of the people of the city of Chicago, and the Northwest, the resolutions passed at the so-called 'Union Meeting,' held Saturday last January 5, at Bryan Hall, would ask those citizens opposed to granting 'Great Concessions,' where no usurpations of powers or rights are acknowledged, to meet at Metropolitan Hall, on Monday evening, the 14th instant, and give to the world their views and sentiments concerning the dangers now besetting our country."

Hon. George Manierre presided at this meeting, which was a most enthusiastic one. It was entirely under the control of the most radical and decided Union men of the city—and the resolutions were radical accordingly. The speeches of the evening were by Judge Manierre, John Lyle King, Grant Goodrich, A. D. Bradley and John Wentworth, of Chicago.

April 13, 1861, terminated all uncertainty as to the necessity for preparations for war. At noon on that day, the Union flag was lowered from the walls of Sumter at the summons of traitors, and Major Anderson and his little command forced to surrender the crumbling fort.

On Saturday evening, April 13, telegraphic dispatches announced the bombardment of the fort. The following day was one to be long remembered in Chicago. It was one of those beautiful, cloudless spring days that so rarely visit the west, and in the sweet April air floated the old flag from spire and balcony, office and warehouse, mast and dwelling. From early morning until late at night, the usually quiet Sunday streets were thronged with an eager, indignant, troubled people, all

intent on one subject, and swayed by a common feeling. Men of all parties talked only of the indignity done the flag of the country, and the necessity of preserving its honor as a priceless heritage. The dispatches of the evening before had wrought every one up to a state of most intense excitement, and how it was faring with beleaguered Sumter was the all-absorbing topic of interest. Governor Yates was in the city, and his headquarters at the Tremont House were besieged by crowds of citizens, anxious to know what the State would do in this crisis. Even thus early, he was tendered the services of several Chicago companies. The Germans congregated in their halls and saloons, and gave full expression to that patriotism and zeal for their adopted country, which they later proved by heroic conduct on the field. Dr. Patton, at the First Congregational Church, told his congregation that the crisis had arrived in which every Christian might rise from his knees and shoulder his rifle, and that Sumter, if taken by the foe like Bunker Hill, so, like Bunker Hill, it must be retaken. Robert Collyer, at the Second Unitarian, Rev. Mr. Corning, at the Plymouth Congregational, and, indeed, the preachers at nearly every church in the city, spoke only of "war and rumors of war."

On Monday, the 15th, Governor Yates was called upon for six regiments of militia for immediate service. A grand rally of the people at Metropolitan Hall was called for the evening of the 16th. After the exciting events of the last two days, no hall in the city could hold the thronging multitudes, and a double meeting was held—the second assemblage gathering on Randolph Street. Hon. Norman B. Judd was president of the Metropolitan Hall meeting. The enthusiasm of the people knew no bounds—speeches, songs, resolutions, were received with cheers, such as the building never heard before. Hon. Owen Lovejoy made the grand speech of the evening. He was followed by Hon. I. N. Arnold, then Representative in Congress from the Chicago District; by Julian S. Rumsey, republican candidate for mayor; and by Messrs. T. J. Sloan, A. D. Bradley, B. F. Millard, George W. Gage, S. M. Wilson, and Hon. U. F. Linder. The new song, by George F. Root, "The First Gun is Fired! May God Protect the Right," was sung by Messrs. Lombard, and was received with redoubled cheers. On April 15, the day upon which Governor Yates was called upon for six regiments as the quota assigned to Illinois, he issued a proclamation, calling a special session of the Legislature, members to convene on the 23d of April, for the purpose of enacting laws and adopting measures—

"For the more perfect organization and equipment of the militia of the State, and placing the same upon the best footing to render efficient assistance to the General Government in preserving the Union, enforcing the laws, and protecting the property and rights of the people; and, also, to raise such money or other means as may be required to carry out the foregoing objects."

General Order No. 1 was issued on the same day, from headquarters at Springfield, directing all commanders of divisions, brigades, regiments, and companies to hold themselves in readiness for actual service. On the 16th, General Order No. 2 was issued, calling for the immediate organization of six regiments, to be mustered into the service of the United States on the 19th.

WAR MATERIAL IN CHICAGO.—At the opening of the year 1861, the various companies of citizen soldiery, which, in the "piping times of peace," had gaily paraded the streets of Chicago, or, as dashing Zouaves, won prizes and praises in other cities, had ceased to actively exist. As the shadow of the rising cloud of

war in the East reached westward, it was time to look about and see what military material was still left in the city.

The old military companies had been enrolled in two regiments—the 60th Regiment, I. S. M., and the Washington Independent Regiment, No. 1.

THE 60TH REGIMENT was now commanded by Colonel Joseph H. Tucker, Colonel Ezra Taylor having resigned. The balance of the field and staff offices were vacant. The companies composing it were the Chicago Light Dragoons, Chicago Light Guard, Emmet Guards, Montgomery Guards, Shields' Guards, U. S. Zouave Cadets, and Chicago Light Artillery. The boundaries of the 60th Regimental District were as follows: Beginning at the northeast corner of fractional Section 33, 40, 14, on the shore of Lake Michigan, and running west along north line of Sections 33, 32, and 31, to the north branch of Chicago River; thence northerly up said river to west line of Township 40, 14, and Township 39, 14; thence south to southwest corner of Township 39, 14; thence east along south line of said Township 39, 14, to Lake Michigan; thence northerly along said lake to place of beginning.

THE WASHINGTON INDEPENDENT REGIMENT was commanded by Lieutenant-Colonel Thomas Shirley, its colonely being vacant by the death of Colonel William H. Davis. Its Major was W. H. Wallis, and there were no other regimental officers. Its companies were the Highland Guards, Washington Light Cavalry, Washington Rifles, Washington Grenadiers, and Black Yager Rifles.

These two regiments formed the Second Brigade of the Sixth Division, Illinois State Militia, commanded by Brigadier-General R. K. Swift, who had three aides with rank of major. These were William S. Johnson, Jr., John Ross and E. W. Griffin. Major Charles B. Brown was quartermaster.

In January, 1861, the status of these several companies, formerly the pride and glory of Chicago, was anything but satisfactory. The old militia system had borne heavily on both the time and finances of men and officers, and as the belief had been forced upon all that the showy glories of parade and drill did not compensate for a depleted purse or the possible neglect of more important duties, the military spirit had gradually died out, and the drill room had been abandoned.

THE CHICAGO LIGHT DRAGOONS, organized by Captain Charles W. Barker, in April, 1856, and still commanded by him, had rapidly risen in favor and popularity. With their scarlet hussar pelisses and gay accoutrements, they formed a brilliant feature in a holiday parade, and the strict discipline and thorough training of Captain Barker had made them proficient in each feature of company drill. The money pressure had proved too much for them, however, and now their equipments were seldom taken from the racks where they lay in the old Armory Building, on the corner of Monroe and LaSalle streets, in which had been the drill room of nearly every city company. The arms of the dragoons—pistols and sabres—belonged to the State, the latter being in good condition, the former worthless.

THE CHICAGO LIGHT GUARD, organized by Captain J. B. Wyman, in February, 1854, was *par excellence*, for years the crack corps of the Northwest. In the old Armory Light Guard Hall, in Couch's building, the company formerly drilled, and to be a guardsman then was to be envied by all less favored mortals. Now the few left, who were faithful to the tradition of their former greatness, occasionally drilled at the Armory

Building, under the leadership of Lieutenant George W. Gage. Forty-two Minié muskets, well kept and in good condition, a gallant prestige and unblemished name, were all the Light Guards' could now bring to the service of the country.

THE EMMET GUARDS, organized May, 1854, by Captain Patrick O'Connor, and commanded as late as 1858 by Captain D. C. Skelly, as a corps was extinct. Dust and devouring rust had brought their forty altered-over muskets to a state more formidable to friend than foe, and they were allowed to keep ward and watch over the vacated room in the upper floors of the block on the corner of Randolph and Wells streets, where their owners once drilled with Irish energy. In the same room was another case of forty equally valuable muskets, carried for many years by the Montgomery Guards—the longest established company in the city, its existence dating back to the spring of 1842, when it was organized by Captain Patrick Kelly. Under Captain Michael Gleason, it had maintained its reputation as one of the best Irish companies in the Northwest, from 1850 until three years before the breaking out of the war, when it succumbed to the pressure of hard times, and was now practically among the things of the past.

THE SHIELDS GUARDS, a company composed mostly of mechanics, and organized November 25, 1854, under Captain Charles E. Moore, was still alive, officered and keeping up its drill. Thirty-six names were on its roll, and its officers were: Captain, James Quirk; First Lieutenant, D. Crowley; Second Lieutenant, James H. Lane. Their armory and drill room was in North Market Hall, and their arms fifty old-style muskets, worth about the value of their weight in old iron. The Shields Guards was the first Chicago Company that took measures to offer its services to the Government. This was done in accordance with resolutions passed at their Armory on the evening of January 14, 1861, while the excitement in regard to the treasonable proceedings at Charleston was at its height. Their fourth resolution was:

"Resolved, That we, the Shields Guards of the City of Chicago, laying aside for the present our individual political predilections, and having in view only the interest and demands of our common country, tender our services as citizen soldiers, to the Commander-in-Chief of the Army of the United States, to be by him placed in whatever position our country calls upon us to fill."

THE UNITED STATES ZOUAVE CADETS had disbanded soon after their return from their Eastern tour, and their arms had passed from their possession.

THE CHICAGO LIGHT ARTILLERY, one of the oldest and best of the city military companies, organized in 1854, with James Smith as captain, was alive and in good shape for duty; its officers being—Captain, Ezra Taylor; First Lieutenant, Amos Grannis; Second Lieutenant, Darius Knights; Third Lieutenant, Cyrus P. Bradley. Fifty men were enrolled, and at their rooms at the Armory, corner Franklin and Cedar streets, were four brass six-pounders, with caissons and harness complete, all in excellent order. This company was made up of reliable material, and was conceded to be one of the best organizations of the kind in that branch of military service. The companies described constituted the 60th Regiment. But one company—the Artillery—had both men and arms fit for immediate service. The Light Guard had arms, but no men; the Shields Guards had men, but worthless arms; and the remaining four companies were, to all outward appearance, extinct as organizations.

Of the companies constituting the Washington Independent Regiment, the Highland Guards, organized

May 10, 1855, still retained a military organization, its officers being—John McArthur, captain; Alexander W. Raffan, first lieutenant; John Wood, second lieutenant. Captain McArthur was an excellent officer, and the Highland Guards had ranked among the best of the city military companies. It was now reduced to thirty-five members, who still kept up their drill at their Armory in Lind's Block, South LaSalle Street, where they had a neatly furnished reading room and a well-selected library. The company offered their services "for the preservation of the Union and the enforcement of the laws" a few days after the Shields Guards, and immediately commenced extra drill, and took measures to fill their ranks. This company had no arms fit for service.

THE WASHINGTON LIGHT CAVALRY, a German company, commanded by Captain Frederick Schambeck, with Henry Stupp as first lieutenant, was composed of forty mounted men, each armed with carbine, sabre and pistol.

The Washington Rifles, Washington Grenadiers and Black Yager Rifles were also German companies. The Washington Rifles, commanded by Captain Fred. Matern, with John Morat as first lieutenant, mustered twenty-five men, armed with United States rifles. Twenty men were on the roll of the Grenadiers, their officers being—Captain, T. Weiler; First Lieutenant, John Schmidt; and Second Lieutenant, Martz Franzen. The Black Yagers numbered twenty-two men, also armed with United States muskets. They were commanded by Captain M. Marx.

In addition to the companies comprised in the two regiments, an independent company of Zouaves had been organized in the city, of which James R. Hayden was captain; S. Hosmer, first lieutenant; and B. F. Yates, second lieutenant. This corps was organized on the ruins of the Zouave Cadets, the drill and uniform being the same. The Minié muskets and a brass mounted howitzer, originally borrowed from Missouri for the drill of the Cadets, were now in the possession of the new company of Zouaves.

Probably the united military organizations of the city, at the opening of 1861, could not muster over one hundred and fifty men, fully equipped according to their regulations. Four brass six-pounders, one mountain howitzer, about fifty good muskets, and as many inferior rifles, constituted the arms ready for immediate service.

REORGANIZATION OF REGIMENTS.—On the receipt of the news from South Carolina, the military spirit became freshly aroused. Old companies revived, and new ones sprung into life. During the first week of February, a meeting of citizens was held for the purpose of procuring arms from the State, and measures originated, in order to place the Highland Guards in proper condition for active service, if required. The first new military company formed was that of Captain Frederick Harding, which received the silk flag promised by J. H. McVicker to the "first company organized in Chicago for the support of the Government," he, at the same time, pledging himself to "make one of twenty who will clothe the company during the war."

The Zouave Cadets also revived, the old members uniting with the already existing company of Independent Zouaves under Captain Hayden. Measures were set afoot for the formation of a Zouave regiment, and a call issued for the reorganization of the corps for sterner duties than had hitherto fallen to its lot. Following are the names of the old Zouaves who signed this call, among them those who proved through the

coming years of strife that they were no Carpet Knights, but earnest, loyal and brave men, and that the discipline to which they had been subjected was such as would stand the test of war: James V. Guthrie, Presly N. Guthrie, William Dehrend, Henry S. Wade, Charles H. Hosmer, James W. Dewitt, A. A. Bice, G. True, Samuel I. Nathans, Charles C. Smith, R. R. W. Lock, W. M. Olcott, Frank Rogers, W. B. Smith, L. B. Hand, William H. Cutler, John A. Baldwin, Albert B. Hatch, Edwin L. Brand, I. B. Taylor, G. Q. White, L. L. James, William Inness, John C. Long, Charles Vargas, John H. Clybourn, James A. Clybourn, Henry Kelly, William N. Danks, John Parsons, James G. McAdams and Lucius Larrabee.

On the evening of January 8, 1861, the Germans held their first war meeting in Chicago, in their hall on the corner of Indiana and North Wells streets. They organized by appointing Fidel Schund as chairman and W. S. Eschenburg as secretary. Casper Butz and E. Schlager addressed the meeting in German, and patriotic resolutions were drawn up and adopted with true Teutonic fervor. They emphatically announced to Chicago and the world that they had "no concessions to make," and expressed their approval and admiration of the course of Major Anderson, not alone by resolution, but by voting him the gift of an elegant sword.

On the 1st of February, the Hungarians, Bohemians and other Slavic nationalities organized themselves into a rifle company, under the lead of Geza Mihalotzy, who afterward followed the flag of his adopted country from Missouri to Georgia, and finally laid down his life in its defense while leading a charge at Tunnel Hill. The old companies drilled diligently, and filled up their ranks during the early months of the year, fearing, yet hardly believing, that war would come in earnest.

When Sumter was fired on, and Governor Yates issued his proclamation, on April 15, calling for volunteer troops to aid in preserving the Union, Chicago lost no time in responding to the call. On the 16th, the infantry company of Captain Fred. Harding, and the Chicago Dragoons, Captain Charles R. Barker, offered their services to the Governor, and were accepted. A day or two later the Washington Independent Regiment was tendered entire. The ranks of the Zouaves rapidly filled; companies "A" and "B" were already ready for service, under Captains Hayden and Clybourn, and, by the 18th, sufficient names had been offered to commence the formation of a Zouave regiment, which was to be organized under their old commander, Captain Joseph R. Scott. Captain Ezra Taylor's company of Light Artillery, which had during the winter added two howitzers to its four brass field-pieces, and was acknowledged to be one of the best drilled companies in the Northwest, formally tendered its services to the President for the defense of Washington. New companies were rapidly formed, recruiting offices were thronged with men, ready and anxious to enroll their names among the defenders of the old flag, and only fearful lest the requisite number would be made up and their names left out.

ACTION OF THE CITIZENS.—War meetings, crowded with patriotic, excited multitudes, were held in the various city halls. On the evening of April 18th, a double meeting, for the purpose of taking measures to arm and equip the Chicago volunteers, was held at Bryan and Metropolitan halls. Committees, representing the various interests of the city, vied with each other in the magnitude and liberality of their offerings.

The Chicago Bench was represented by Judges Thomas Drummond, J. M. Wilson, and George Manierre; the banks, by Lieutenant Governor Hoffman, B. F. Carver, and E. I. Tinkham; the railroads, by William R. Arthur, George M. Gray, and C. G. Hammond; the citizens, by William B. Ogden, Samuel Hoard, and E. H. Haddock; the surgeons, by Drs. Daniel Brainard, N. S. Davis, and Levi D. Boone. The committee representing the Board of Trade was composed of one hundred of the most influential members of that body. The two halls were densely packed, with earnest, loyal men, ready, and more than willing, to do their utmost for their country and all who helped to defend it. Judge Drummond presided at the meeting held at Bryan Hall. After patriotic speeches, made by Rev. Mr. Corning, S. S. Hayes, John Wentworth, I. N. Arnold, George W. Gage, and others, the regular business of the meeting commenced. About \$9,000 were subscribed within a few minutes, which was increased to \$36,000 in the next twenty-four hours. The banks of Chicago, through their committees, made a tender of \$500,000 to the Governor, that the State might be enabled to respond to the requisition from Washington in advance of the assembling of the Legislature. A Military Finance Committee was appointed, in whose charge the city fund was to be placed, and whose special duty was the equipment of volunteers and the care and support of their families. This first War Finance Committee was composed of the following gentlemen: Julian S. Rumsey, E. H. Haddock, Thomas B. Bryan, L. P. Hilliard, Orrington Lunt, B. F. Carver, Philip Conley, Fred. Letz, P. L. Underwood, George Armour, J. J. Richards, Hiram E. Mathers, F. G. Adams, J. L. Hancock, E. B. Loomis, Robert Law, George W. Gage, Alexander White, C. G. Wicker, Redmond Prindiville, G. S. Hubbard, Samuel Hoard, E. I. Tinkham, T. J. Kinsella, R. M. Hough, Eliphalet Wood, Nelson Tuttle, H. E. Sargent, J. Gale, U. H. Crosby. The Finance Committee elected E. H. Haddock, H. F. Mather, Samuel Hoard, J. S. Rumsey, A. E. Kent, Thomas B. Bryan, L. P. Hilliard, and O. Lunt as their executive committee.

On the 19th, Governor Yates was ordered by the Secretary of War, to send immediately to Cairo a brigadier-general and four regiments of militia. This place, at the extreme southern point of free territory and commanding the navigation of the Ohio and Mississippi rivers, was subject to hostile invasion from either Missouri, Kentucky or Tennessee. It was necessary that it should be occupied by loyal troops, and it was imperatively the duty of Illinois to protect her own border.

The following dispatch was accordingly sent to Brigadier-General Swift at Chicago:

"SPRINGFIELD, April 19, 1861.

"GENERAL SWIFT.

"As quick as possible have as strong a force as you can raise, armed and equipped with ammunition and accoutrements, and a company of artillery, ready to march at a moment's warning. A messenger will start to Chicago to-night.

"RICHARD YATES,
"Commander-in-Chief."

At noon on the 21st, only forty-eight hours after this dispatch was delivered, General Swift left Chicago with a force of five hundred and ninety-five men and four six-pounder pieces of artillery, his command consisting of the following companies: Co. "A," Chicago Zouaves, Captain James R. Hayden; Co. "B," Chicago Zouaves, Captain John H. Clybourn; Chicago Light Infantry, Captain Frederick Harding; Turner Union Ca-

dets, Captain Kowald; Lincoln Rifles, Captain Geza Mihalotzy; Co. "A," Chicago Light Artillery, Captain James Smith.

In spite of the efforts of citizens and friends, these companies left the city in poor shape for active service. No arms could be procured, except such as could be hastily gathered from stores and shops in Chicago, and the battery was only provided with slugs, and a small quantity of canister manufactured for the emergency by Miller Brothers, hardware merchants on State Street. The boys had the best that could be found, however, and left Chicago in good spirits, sure that better would come. The expedition arrived at Big Muddy Bridge, on the Illinois Central Railroad, at five o'clock on the morning of the 22d, and detaching there Captain Hayden's company and a section of Chicago Artillery to guard the bridge, reached Cairo at eight o'clock the following morning. A day later the force was joined by three additional batteries: Captain Houghtaling's, of Ottawa, Captain Hawley's of Plainfield; and Captain Carr's, of Sandwich—all of Illinois.

RECRUITING IN CHICAGO.—The work of recruiting in Chicago progressed rapidly. Captain Joseph Kellogg opened a recruiting office, on the corner of Clark and Randolph streets, on the 18th of April, and on the 20th offered his filled company to the Governor, which was accepted; James R. Hugunin also raised a company, which was accepted—these two being the only Chicago companies in the first six regiments organized under the first call from the Government. They were mustered into the service of the United States at Springfield, May 2d; Captain Kellogg's company being designated Co. "A," and Captain Hugunin's, Co. "K," of the 12th Illinois Regiment, Colonel John McArthur. On the 10th of May, the regiment, forming a part of the First Brigade, Colonel Benjamin M. Prentiss commanding, was ordered to Cairo.

The officers of Co. "A" at the time it was mustered into service were: Captain, Joseph Kellogg; First Lieutenant, John Noyes; Second Lieutenant, J. B. Rowland. On May 11th, Arthur C. Ducat was mustered in as second lieutenant in place of J. B. Rowland.

The officers of Co. "K" were: Captain, James R. Hugunin; First Lieutenant, William E. Waite; Second Lieutenant, Eben Bacon.

The companies of Captains Harding, Hayden, and Clybourn returned from Cairo to Springfield on the 2d of May, with the expectation of joining this regiment, but were too late; and were mustered out of the State service, with allowance of one month's pay, under a special act of the Legislature, then in session.

On the 20th of April, the loyal Irishmen of Chicago commenced the formation of the celebrated Irish Brigade, the already organized Irish companies in the city forming its nucleus. With the brave and devoted James A. Mulligan as leader, it took but little time to organize the regiment that made the name of Lexington famous anew in the war annals of the United States.

On April 20th, the Scandinavians, too, organized, under the leadership of C. J. Stoltrand, who had served in the Swedish army, as artilleryman, many years. Swedish Consul Rundell was untiring in his efforts to make this company an honor to his own and to his adopted country. Another Swedish company was organized, somewhat later, in Chicago, under Captain Andrew Torkilson, and became, as Co. "A," a part of the celebrated Scandinavian Brigade raised in Wisconsin. Not only were military companies formed for active service abroad, but those exempted from such

duty, by age or other circumstances, formed themselves into home companies, and drilled as diligently and faithfully as their sons or younger neighbors.

One of these organizations, composed of citizens over forty-five years of age, and called "The Old Guard," or "The Home Guard," was formed on the 20th of April, and the following names signed to the muster-roll on the same day, at the meeting of the Board of Trade: Van H. Higgins, James H. Rees, Daniel H. Boss, G. Herbert, H. N. Heald, F. B. Gardner, William Arbuckle, L. C. P. Freer, L. Doyle, George Anderson, Edward Croft, William Osborn, J. G. Hamilton, R. P. McLean, J. B. Gookins, J. S. Bangs, William H. Bradley, J. O. Humphrey, Reuben Tayler, Benjamin F. Hadduck, Walter Kimball, J. W. Chickering, Joseph H. Moore, Joel A. Kinney, Giles Fitch, Samuel Stone, G. A. Springer, A. Huntington, O. Kendall, J. W. Van-Osdel, John B. Rice, Samuel McKay, T. Drummond, James Campbell, J. Johnson, Samuel Miles, H. H. Yates, S. A. Ford, Bradford Stone, R. M. Carter, P. L. Yoe, J. H. Woodworth, William James, Caleb Shaw, Alfred Dutch, William A. Ingalls, W. Hutchings, Albert Smith, C. E. Thompson, Andrew Akin, J. C. Cunningham, W. L. Felton, Ebenezer O. Nash, Luke Colburn, Luther Nichols, J. C. Walter, E. S. Wadsworth, G. N. Reading, E. O. Sullivan, A. S. Fay, C. Rees, S. Marsh, M. E. Coe, J. Speer, Harvey Danks, Timothy Hamlin, M. Grants, Joseph McPherson, Sylvester Lind, J. Cartwright, T. Doty. The officers of this organization, elected April 22, were: Captain, Charles E. Thompson; First Lieutenant, William Hutchings; Second Lieutenant, D. V. Bell; Third Lieutenant, B. B. Morris; First Sergeant, H. W. Zimmerman; Second Sergeant, H. H. Yates; Third Sergeant, J. B. Rice; Fourth Sergeant, Luther Nichols; First Corporal, J. W. Chickering; Second Corporal, Thomas Hoyne; Third Corporal, Andrew Harvie; Fourth Corporal, John H. Kinzie; secretary, H. W. Zimmerman; treasurer, J. H. Woodworth; executive committee, J. A. Smith, J. M. Wilson, R. T. Blackburn, J. B. Rice, S. B. Cobb; finance committee, J. H. Woodworth, William Wheeler, B. B. Morris, Joseph H. Moore and B. W. Raymond.

The Home Guard increased until it numbered some twelve companies, in different sections of the city, comprising many of the best and most solid citizens found amid the judges, lawyers, bankers, merchants, and mechanics.

During April, the formation of an Engineer, Sapper and Miner Corps, was commenced by Arthur C. Ducat, Adolph M. Hirsch, and Anton Nieman, which was soon filled with the best class of mechanics in the city. The Sturges Rifles, a company of sharp-shooters, many of whom were members of the Audubon Club, was organized through the liberality and loyalty of Solomon Sturges, Esq., who offered to arm, equip, and defray the whole expense of their outfit, drill and transportation to any point to which they might be ordered. The Yates Phalanx was formed, and fast filled up; the Chicago Tigers, the Chicago Guards, the old Light Guard, and the German companies, were drilling and lengthening their muster-rolls day by day. The few companies alive in the city, at the opening of the year, so multiplied, that on the first day of May, 1861, Chicago had thirteen companies in actual service—Government or State—and a reserve corps of twenty-five full companies, exclusive of the Home Guard, the companies of the 60th Regiment, and the nucleus of a regiment, 127th of which Colonel Van Arman was then laying the foundation. Of these companies, enrolling over thirty-five hundred strong, active young men,

fourteen had responded to the first call of Governor Yates, and were in the service of the State, at Cairo, Springfield, and Alton. These companies were Co. "A," Chicago Light Artillery, Captain James Smith; Chicago Dragoons, Captain Charles R. Barker; Chicago Light Infantry, Captain Fred. Harding; Rumsey Guards, Captain Joseph Kellogg; Infantry company of Captain James Hugunin; Union Cadets (German), Captain Kowald; Lincoln Rifles (Hungarian), Captain Geza Mihalotzy; Washington Light Cavalry, Captain Frederick Schamberg; Highland Guards, Co. "A," Captain Alexander Raffan. Zouaves: Co. "A," Captain James R. Hayden; Co. "B," Captain John H. Clybourn; Co. "C," Captain Freeman Conner; Co. "H," Captain William Inness; Union Rifles (German), two companies, Captains Anthony Sten and Lothar Lippert.

The following companies, filled and ready to march at short notice, were drilling and equipping in Chicago, several having been already accepted by the War Department: the Emmet Guards, Captain C. R. Walch; O'Mahony Rifles, Captain J. C. Phillips; Shields's Guards (two companies), Captains James and Daniel Quirk; Jackson Guards, Captain Francis McMurray; Montgomery Guards, Captain Michael Gleason. These seven companies belonged to the Irish Brigade.

Five companies of the original "Yates Phalanx" were full: Co. "B," Captain T. O. Osborn; Co. "E," Captain Light; Co. "F," Captain J. O. Felton; Co. "G," Captain W. B. Slaughter; Co. "H," Captain David Vaughn. Also the Washington Grenadiers, Captain Marschner; Union Cadets, Captain Large; Chicago Light Artillery, Co. "B," Captain Ezra Taylor; Illinois Rangers, Captain G. A. Fuller; Sturges Rifles, Captain James Steele; Highland Guards, Co. "B"; and companies "D," "E," "F," "G," "H," of the Zouave regiment, under Captains Bell, Scott, Wade, McAdams and Travers, respectively. These were all Chicago companies, waiting and eager to be called into active service as early as the first day of May, 1861.

ACCEPTANCE OF SOLDIERS.—At the special session of the Legislature, in April, in addition to the act providing for the organization of the six regiments assigned to the State as its quota, another, called the "Ten Regiment Bill," was adopted. This authorized the acceptance for State service—with the provision that, if called upon, they should tender their services to the General Government—of ten regiments of infantry, one regiment of cavalry, and one battalion of light artillery. One regiment was to be raised from each of the nine existing congressional districts, and one from the volunteer companies, still in camp at Springfield. This act took effect May 2. On the following day, the President issued his proclamation, calling for 42,032 volunteers, to serve for three years, or during the war. The waiting companies in Chicago, with multitudes of others from all parts of the State, hastened to offer their services to the Governor, and by May 6, the regiments from the various congressional districts were filled and ordered into camp, and the companies to constitute the regiment of the State-at-large, were selected and assigned. In the regiment of the Second Congressional District, Chicago had one company—that of Captain Samuel Wadsworth. Of the regiment of the State-at-large, made up from companies then waiting at Camp Yates, as originally organized, eight were from Chicago, viz.: Co. "A," Highland Guard, Captain A. W.

* The Yates Phalanx, not being accepted under the "Ten Regiment Bill," disbanded, and when reorganized many of the Chicago companies had joined other organizations.

Raffen; Chicago Light Infantry, Captain Fred. Harding; the infantry company of Captain Fred. Mattern; and the Zouave companies of Captains Hayden, Clybourn, Inness, Sten and Connor.

Officers were elected for the regiment on the 8th of May, as follows: Joseph R. Scott, colonel; Frederick Harding, lieutenant-colonel; Silas D. Baldwin, major. The regiment was tendered to the Government for three years' service, on May 17th, ordered into camp at Chicago, June 13th, and its original organization essentially changed in the course of a few weeks.

On the 11th of May, the formation of the "Hecker Jäger Regiment" was commenced by Captain Charles Knobelsdorf, four companies enlisting for the war that day. It was intended to make this a Hungarian regiment, commanded by officers of that nationality who had served in European campaigns. Knobelsdorf, an old officer of the Prussian army, who had served in the Schleswig-Holstein army during the revolutions of 1848-51, with Mayor Rumsey, I. N. Arnold, Lieutenant-Governor Hoffman, A. C. Hering, and others, were instrumental in its formation. Frederick Hecker, also a veteran officer, was finally elected colonel, and the regiment was soon ready for service.

The Illinois troops, authorized by the Legislature, were tendered to the General Government on the 2d of May. The cavalry was immediately and peremptorily declined. On the 15th of the same month, a dispatch from the War Department announced that only six regiments of infantry had been assigned to the State as its quota under the second call of the President for three years' troops, and only that number could be accepted.

On the 21st of May, the following six, out of the ten, regiments organized under the "ten regiment bill," were selected to be immediately mustered into service: First Congressional District Regiment, Colonel Thomas J. Turner; Second, Colonel John B. Wyman; Fourth, Colonel Leonard F. Ross; Fifth, Colonel Robert F. Smith; Sixth, Colonel John M. Palmer; Ninth, Colonel Michael Lawler. This action, by throwing out the regiment of the State-at-large, composed mainly of Chicago companies, left the city with but two companies of three-months men in the 12th regiment, and a single company in the Second Congressional District Regiment, to be mustered into United States service under the two calls of the Government. The refusal of the Secretary of War to authorize Governor Yates to accept more troops caused many companies to disband, and leave the State to enlist elsewhere, principally in Missouri and Kansas. H. N. Snyder's Chicago company of Sappers and Miners, by order of General Hunter, was attached to the 9th Missouri, and Captain McGinness's company—entirely Chicago men—was attached to the 6th Missouri. Many military organizations, filled, armed and equipped, tendered their services directly to the War Department, and were accepted as independent companies.

On the 6th of May, the Sturges Rifle Corps was thus accepted, to serve during the war, and on the 9th went into camp just south of the University buildings on Cottage Grove Avenue. The Yates Phalanx tendered its services directly to the Government, through the medium of W. S. Peaslee, who had been elected its Colonel, and was accepted, contingent upon the Sturges Rifles forming the tenth company of the regiment, when it would be composed exclusively of Chicago companies. This was not accomplished, and after many vexations, delays and disappointments, this regiment was finally accepted on the day following the Bull Run

disaster, when nearly all its companies had disbanded and scattered.

The Irish Brigade, on receiving the intelligence that it could not be mustered into service under the second call of the President, held a meeting, at which the entire force was present. After several patriotic speeches were made, a vote was taken as to whether the brigade should disband. Only four, out of eight hundred and sixty-four, men voted aye; the rest determining to retain their organization, continue their drill and perfect their equipment. Colonel James A. Mulligan visited Washington to urge the claims of his command, and on the 17th of May it was accepted by the President, as an independent regiment for the war.

AID BY THE CITIZENS.—The following statement of the War Finance Committee, published in the Chicago Tribune, May 17, 1861, shows what Chicago had done for the soldiers up to this time:

"When our citizens reflect that the State law, organizing the ten regiments now in camp, has not made any provision for uniforming or clothing the soldiers, and that the compensation for services is only at the mere pittance of eleven dollars per month, out of which they must support their families, uniform and clothe themselves while drilling and preparing for efficient service in the army, they will see, at once, that the people of Chicago must come to their aid, promptly and largely, if they expect to render the condition of our patriotic soldiers and their families at all comfortable.

"Of the ten regiments called for by the State, one (10th) is composed almost wholly of men from Chicago, a large portion of whom, at the instance of the Governor, proceeded to Cairo nearly a month since, and took possession of that important point most opportunely. This gallant achievement was accomplished when the State was destitute of any military organization, without arms of any kind, without munitions of war, without camp equipments, or any provisions to render their condition comfortable, by the patriotic young men of Chicago who were fitted out almost at a day's notice by the generous contributions and active energies of our citizens. To Chicago alone is due the credit and honor of this strategic movement, now acknowledged by the National Government to be one of the most important steps that could have been taken to secure a successful prosecution of the present war.

"The men from Chicago who were first in the field—whose hardships were the greatest, and who, it would be supposed, would have been the first mustered into the United States service, were rejected in the formation of the six regiments, and all now, after having spent an entire month in active duty, are almost destitute of clothing, their citizens' dress having been worn out in the hardships they have endured at Cairo and vicinity. The committee have determined that such of the Chicago soldiers, as have not been mustered into the United States Army, shall be uniformed from the funds contributed by our citizens for war purposes; and they felt this to be a duty imperative upon them in consequence of the neglect of the State Legislature to make necessary provisions for them. * * * * It will be seen that the entire amount of subscriptions for war purposes and support of families is \$36,466.12. Of this sum \$25,917.12 has been paid into the hands of the committee, leaving uncollected the sum of \$10,449. The amount specially subscribed for family support is \$2,950, which has been donated in many instances by gentlemen who have contributed liberally to the general fund also.

"There has been disbursed, to arm, equip and support the men sent to Cairo, before they were mustered into the United States service—for their Quartermaster's department—\$19,407 83, and for the Commissary Department for Cairo, \$157.34. All, or most of what we expended, will be refunded to us by the State.

"There has been expended, thus far, to aid companies while procuring enlistments, and for music, sustenance of soldiers, expenses of the meeting at National Hall, telegraphing and other incidental expenses, the sum of \$4,178.55; and the further sum of \$7,46.50 for the support of families, making a total expenditure of \$24,490.22. The committee contracted for five hundred and fifty uniforms at an early day, designed for Captain Smith's Artillery, for two companies Chicago Zouaves, and for Captain Harding's company, which have been delayed longer than was expected—these are now expected daily. They also contracted for one thousand and one hundred shirts, which have arrived and a part of them are delivered. They have contracted for uniforms—in addition to the five hundred and fifty—enough to supply all the companies in Colonel Scott's regiment. These uniforms are all unpaid for, and will cost probably about \$10,000.

"In addition to what has been done by the committee, it is understood that individuals have raised enough to uniform Captain Wadsworth's company (13th Illinois Infantry) at Camp Dement, and that about \$1,500 have been given to equip a company of light artillery; in addition to which a very considerable amount has been raised to aid the Irish Brigade, which, with the outfit for the Sturges Rifles, will swell the contributions of Chicago to nearly \$50,000."

Through the influence of Governor Yates, Senator Trumbull and Hon. Isaac N. Arnold, the following order was obtained from the War Department, May 30, 1861:

"The four regiments of troops organized under the authority of the Illinois Legislature, and commanded respectively by Colonels Scott, Goode, Marsh, and Dougherty (the latter of the Belleville District), and the Independent Regiment, at or near Chicago, Ill., and commanded by Colonel Hecker, or any one or more of said regiments, may report to Major-General McClellan, and by him, or under his order, be mustered and received into what is commonly called the three years' service of the United States.

"General McClellan may, also, in his discretion, receive and attach to the same service any artillery and cavalry companies in Illinois, not exceeding five in number, which are at this date in actual organization, ready for service, and seeking to enter it; provided this does not authorize the raising of new companies, or the calling out of dormant ones under old organizations.

"By special order of the President.

"SIMON CAMERON,
"Secretary of War."

Under the provisions of this order, the so-called "Chicago, or Zouave, Regiment," hitherto commanded by Colonel Joseph R. Scott, was mustered into service as the 19th Illinois Infantry, on the 17th of the following June (Colonel Scott resigning in favor of Colonel John B. Turchin), and the Hecker Regiment on the 8th of July. The Chicago Dragoons, on duty at Cairo; the Washington Light Cavalry, at Camp Yates; and Companies "A" and "B," Chicago Light Artillery, at Cairo, also came within the provisions of the order, and were soon mustered into the service of the United States.

All of the companies above mentioned, except a part of those in the Hecker Regiment, were tendered the Government under both the first and second calls.

CHICAGO'S PERFORMANCE OF ITS DUTY.—From the opening of the summer of 1861, it would be impossible to follow in detail the progress of the work done in the city to aid in carrying on the war. It was continuous, faithful, and nobly generous. The special work of the Board of Trade, Mercantile Association, Young Men's Christian Association, Christian Commission, Soldiers' Home, and other associations, public and private, instrumental in carrying on the immense labor of the war, is described in the sketches of these several organizations, and need be but briefly mentioned here.

Fremont's campaign in Missouri, during the summer of 1861, made the first loud appeal to the sympathies of the people of Chicago in behalf of her soldiers in active service. The 23d (Irish Brigade), 37th (Fremont Rifles), and 42d one of the regiments of the "Douglas Brigade", were all in Missouri, and in each of these Chicago felt a special interest. After the battle of Lexington, Mo., in September, 1861, in which the 23d lost so heavily, and where it won its first laurels, a large deputation of Sisters of Mercy, assisted by the city, proceeded to the scene of the battle, to care for the wounded and sick left in the hospitals. Robert Collyer, Mrs. O. E. Hosmer, and others, visited the hospitals along the route of Fremont's disastrous marches, bringing back a pitiable tale of suffering, which stimulated the citizens to fresh exertions, and made that field the especial care of the Chicago Commission until the prevalent misery was, at least partially, alleviated. The

care of our soldiers at Cairo, Paducah, Mound City, in camps and hospitals, many of whom were suffering from the ordinary diseases incident to camp life, in addition to the work of organizing, equipping and filling out new regiments, had kept men, women, and even children, active; but it was not until blood was actually shed on the battle-field, and the citizens knew that their wounded heroes were suffering from neglect and lack of the comforts required by sick and disabled men, that they were fully aroused to the magnitude of the home work to be performed. As winter came on, soldiers' wives and children needed more help. With the establishment of Camp Douglas, came an immense amount of sickness among the troops there quartered, and to alleviate their suffering, various aid societies were organized; men and women of Chicago visiting, day after day and month after month, the hospitals of the camp, to carry medicines and delicacies which Government was unable to provide. The Chicago Sanitary Commission was organized late in the fall of 1861; which, although reaching out to the whole Northwest, eventually, made its earliest and most pressing appeals to "the people of Chicago and vicinity." Headquarters being established in the city, it inevitably followed that a large share of the responsibility and labor connected with the organization centered here, and that, in every crisis of the war, the people of the city were expected to rally to its support, as they ever did most generously.

The first decisive battle of the Western Army, on February 14-15, at Fort Donelson, will not soon be forgotten in Chicago. The people had grown very weary with waiting, and every nerve was strained to its utmost tension with anxiety. When the wires flashed back the joyful tidings that the Fort was really ours, for a brief time the cost of the prize was unthought of. "Fort Donelson is taken! Fort Donelson is taken!"—the shout was echoed and re-echoed from one division of the city to another. Business was suspended. The Board of Trade resolved itself into a war meeting. Men shook each other by the hand, and rushed around the next corner to shake again. Children screamed for joy, not knowing why they were glad; women joined in the general jubilee, even while they said, under their breath, "Who are killed and wounded?" Fortunately for Chicago, she was not called upon to mourn for many of her citizens. But one was killed, Oscar Becker, a soldier of Taylor's Battery; and the list of wounded was not large. For the relief of the wounded at Fort Donelson, a large number of nurses and surgeons, with liberal supplies, were sent to the field from the city; the Board of Trade and private citizens joined with the Sanitary Commission in the work of providing and forwarding such. These supplies arrived with the first voluntary contributions that reached the battle-field. After this battle, a large number of Confederate prisoners were sent to Camp Douglas, which then first assumed the aspect of a military prison, it having been occupied, prior to that time, as a rendezvous and school of instruction for Federal recruits. The battle of Shiloh, or Pittsburg Landing, followed close on that of Fort Donelson. Too many of Chicago's sons were stricken down there, to make the victory a glad one; but she worked all the more steadfastly to carry help to the wounded, while she mourned for the dead; and, as at Fort Donelson, her supplies were among the first to reach the field. In April, 1862, when this battle was fought, the regiments in which the city was most largely represented were located as follows:—The 12th, 57th and 58th Infantry, with Batteries "A," "B" and "I,"

were at Pittsburg Landing and engaged in the battles of the 6th and 7th of April; 19th and 24th, in camp with Mitchel's division, in Kentucky; 37th, in Missouri; 23d, reorganizing at Camp Douglas; 39th, on the Potomac; 42d and 51st, with Pope's Army of the Mississippi. The 8th Cavalry, in which there were two Chicago companies, was with the Army of the Potomac. Before the close of 1862, and ere the fearful struggle at Stone River, the following regiments,—all in part, some wholly, recruited in the city—were in the field: 72d, 82d, 88th, 89th, 90th, 113th and the 127th Infantry; the 9th, 12th and 13th Cavalry, and the Chicago Board-of-Trade, Chicago Mercantile and Rourke's Batteries.

The 19th, 24th, 42d, 51st and 89th Infantry, Board-of-Trade and Bridge's Battery were engaged in the battle of Murfreesboro'; the 72d, 90th, 113th and 127th Infantry were with Sherman on the Mississippi, as were Batteries "A," "B," "I," "L," and the Mercantile. The other regiments in which the city was most interested were at Corinth, on the Potomac and in Missouri. After the battle of Murfreesboro', the Board of Trade sent a delegation to look especially to the wants of the Second Board-of-Trade Regiment (88th) and the Board-of-Trade Battery. In September, 1862, the "Ladies' War Committee" had been organized, which undertook, under the auspices of the Board of Trade, to make garments and otherwise provide for the regiments under the patronage of that body—the ladies doing the work, and the Board furnishing the material. The sewing rooms were superintended by Mrs. O. E. Hosmer. This lady and Mrs. Smith Tinkham were sent by the Board to the field, after the battle of Murfreesboro', to attend personally to the wants of the wounded of the 88th Infantry and Board-of-Trade Battery, and report their condition. They left Chicago, January 6, 1863, and proceeded, via Louisville and Nashville, to their destination, remaining at Murfreesboro' about two months, employed in their work of kindness and mercy. During the first year of its existence, the Ladies' War Fund Association made eight thousand and thirty-four garments for the soldiers, supplying three regiments and a battery.

Relief societies, for the care of soldiers' families, Loyal Leagues, Soup Houses, a Soldiers' Home and Rest, societies and innumerable other agencies for the amelioration of suffering at home, on the field, and in camp and hospital, were established, supported and carried on by the men and women of the city. After every battle, during any long and exhaustive encampment, Chicago was on the field, with her hand outstretched, filled with blessings. Wherever her boys went, she followed; and when they returned, she stood waiting to receive them, generously and gratefully.

The names of the first "War Finance Committee," elected on the evening of April 18, 1861, at Bryan Hall, in whose charge the city fund (subscription fund), for the equipment of volunteers, and the support of their families, was first placed, have been already given, also their statement of May 17th, a month later. On August 10, 1861, the "War Finance Committee" was merged into the "Union Defense Committee," the members of the former being relieved, at their own earnest request, with a unanimous vote of thanks for the faithful manner in which they had performed their duties.

The Union Defense Committee was composed of the following gentlemen: Judge John M. Wilson, Judge Grant Goodrich, Judge Van H. Higgins, Judge Thomas Drummond, Judge George Manierre, E. W. Willard, J. M. Douglas, Thomas Hoyme, Thomas B. Bryan, A. H. Burley, E. C. Larned, J. H. Bowen, J. C. Dore, H. D. Colvin, John Van Arnam, George Schneider, Eliphalet

Wood, Rosell M. Hough, P. S. Yoe, C. G. Wicker and Colonel Joseph H. Tucker. Some time later, a "War Fund Committee" was appointed, to disburse funds raised for war purposes by county and city tax as well as by public and private contributions. From the fund thus raised, by tax, by Board of Trade, Mercantile Association, Young Men's Association, Young Men's Christian Association, and other public institutions, as well as by private contributions, over fifteen hundred soldiers' families, averaging four in a family, derived aid during the continuance of the war. Up to September, 1865, the city and county paid for relief of soldiers' families, \$256,000. The Board of Trade disbursed, in the same space of time, for the same purpose, \$220,000. In December, 1865, the War Fund Committee passed over to the County Agent the sum still remaining in their hands, he assuming the responsibility of affording such relief to their families as should be thereafter needed.

THE DRAFT.

From Colbert's History of Chicago is quoted the following sketch of the enforcement of the draft in Cook County, in 1864.

THE DRAFT.—On July 4, 1864, President Lincoln issued a call for five hundred thousand men. The quota of Illinois was fixed at 16,182—of which number Cook County was ordered to raise 4,250. It became evident that this excessive quota was deduced from a false basis, purging the enrollment lists of the names of those not liable to military duty. At the same time the legitimate credits of the county were accurately determined. The fact having been demonstrated that the district had been unjustly assessed, a reduction of fifty per cent, was ordered by the Provost-Marshal General. By September 1, the quota of the county had been reduced to 1,818—the sub-district quotas and enrollments being as follows:

DISTRICT.	QUOTA.	ENROLLED.
Barrington.....	15	186
Palatine.....	22	234
Wheeling.....	31	250
Northfield.....	22	178
Evanston.....	11	194
Hanover.....	10	133
Schaumburg.....	18	116
Elk Grove.....	14	135
Maine.....	23	204
Niles.....	22	209
Leyden.....	26	166
Jefferson.....	22	217
Proviso.....	30	237
Cicero.....	18	202
Lyons.....	34	272
Lake.....	23	158
Lemont.....	33	203
Palos.....	21	99
Worth.....	20	212
Calumet.....	20	254
Orland.....	16	153
Bremen.....	22	198
Thornton.....	26	225
Rich.....	22	140
Bloom.....	15	140
First Ward.....	55	4,545
Second Ward.....	104	2,790
Third Ward.....	107	2,553
Fourth Ward.....	17	1,462
Fifth Ward.....	68	1,839
Sixth Ward.....	122	1,810
Seventh Ward.....	87	2,067
Eighth Ward.....	87	1,227
Ninth Ward.....	91	1,494
Tenth Ward.....	92	2,204
Eleventh Ward.....	108	2,762
Twelfth Ward.....	92	1,491
Thirteenth Ward.....	78	959
Fourteenth Ward.....	53	1,241
Fifteenth Ward.....	55	2,135
Sixteenth Ward.....	19	3,065
Lake View.....	19	161
New Trier.....	15	140
Hyde Park.....	18	120

On September 5, the Board of Supervisors passed an ordinance authorizing the issue of county script, to the amount of \$300,000, and providing that each recruit thereafter sworn into service and credited to Cook County should receive a bounty of \$300. In the city, a Board was organized under the title of "The Citizens' Enrollment Committee." This heartily co-operated with the Supervisors, and a joint dispatch to Provost-Marshal General Fry secured the consolidation of the sub-districts of the county on September 16. Drafting was inaugurated on September 26, at which time Cook County was in arrears to the extent of 1,650 men. Although the drawings were spasmodically continued, 1,550 volunteers were obtained in three weeks—leaving a margin of 59 conscripts held to service. On October 22, the district was officially declared free from the draft. The last call, issued in December, 1864, for 300,000 men, found Chicago in trouble. Cook County had already furnished, under previous calls, 19,477 men, towards the 197,300 called for from the whole State, being nearly one-tenth of the whole number, whereas her population was only about one-twelfth of the whole. On the last call, she was assigned 5,200 men as her quota, in reality fifty per cent. more than she was justly entitled to furnish. It is well known that the enrollment in Cook County, and especially in the city—on which basis the quotas were assigned—had been in every case excessive, owing to the fact that aliens, and persons otherwise disqualified from service, were enrolled in common with those liable to military service. This error has frequently been pointed out, and the people called upon to come forward individually, and purge the enrollment list of all spurious names, but the exemptions exhibited little inclination to do so; partly from the indisposition to avail themselves of the very limited facilities furnished for doing so, and partially because they did not wish to expose themselves unnecessarily to the sneers of some who had raised an outcry—they preferred to risk their chances of draft, and procure exemption after the drawing, if needed. Many meetings of the citizens were held, and committees appointed to visit Springfield and Washington to procure a remission of the tax so unjustly levied. But their labors were of little avail, save in procuring a tacit suspension of one-half of the claim, on condition that the other half were raised speedily. Meanwhile recruiting had gone on slowly; the assessment was so enormous that people generally despaired of being able to fill it without a draft, and thought it useless to saddle themselves with additional debts in the vain attempt to avoid the dreaded conscription. Nevertheless, spasmodic efforts were made to fill the quota, and, availing itself of the provisions of an act passed at the recent session of the General Assembly, the Board of Supervisors of this county met in special session on the 7th of February, and voted a bounty of four hundred dollars to each recruit, to apply on the quota—up to that date (February 8,) five hundred and twenty-eight men had been furnished. Recruiting was now stimulated somewhat. It was not till March 2, that the Common Council considered the propriety of offering an additional city bounty, and then the subject was laid over. The quota would have been filled without any great difficulty, had it not been for the wholesale carrying off of recruits to the credit of other localities by the flesh-brokers, most of whom operated through the naval rendezvous. They averaged an abstraction of fully forty men per day from the city, many of whom would have enlisted to the credit of this county, but were allured by higher bounties to swear falsely and be credited elsewhere. Under the stimulus of high bounties, the "jumping" business raged in full force, and patrols were made nightly, for the arrest of bounty-jumpers, two of whom were shot near Camp Fry, on the night of March 13. Recruiting gradually became more vigorous under the constant threat of the draft, and brokers were kept busy in procuring substitutes. The Soldiers' Rest, as well as the County Jail, were used as places of rendezvous for recruits, and the former place was prepared for the turn of the "wheel" in the office of the Provost Marshal. The quota was not filled in spite of all efforts, and the box of fate, used instead of the wheel, was ordered to turn, when the fall of Petersburg gave a temporary cessation. There was no official order to stop, but everybody felt that the end of the rebellion was near, and the quickly succeeding fall of Richmond, on the 2d of April, put an effectual bar on the draft. The order to stop was not, however, sent, and the bounties were still paid to large number of recruits, who pressed forward all the more numerous as the chances of fighting diminished. On the 12th of April, the Board of Supervisors ordered that the payment of bounties should cease, and the next day came the news that no more recruits would be insisted on. Cook County sent in all 22,532 men to the Union ranks, with only one partial draft, and for all, except fifty of those then drafted, substitutes were procured by the draft committees before the time of departure arrived; and of those drafted men, seven were relieved at Springfield. The unjust enrollment fell with especial hardship on the towns in the country, in some of which one soldier was called for out of every five men enrolled, and they had previously furnished nearly the same proportion but a few months before. To

their credit be it said, they never complained of the manifest hardship, but went to work manfully and raised the men. By liberal subscription among themselves, and hearty working, the majority of the towns cleared themselves of the draft, while the people inside the city were talking about it.

MEN FURNISHED.—The number of men furnished from the county was:

Previous to the establishment of the Provost Marshal's office, end of October, 1863.....	16,660
November 1st, 1863, to December, 1864.....	1,817
On call of December, 1864.....	3,572
Total furnished.....	22,532

Of those furnished under the call of December, 1864, nearly, or quite, all were enlisted during 1865.

The following table shows the men enlisted under the eighteen months' regime of the Provost Marshal:

White volunteer recruits.....	4,527
Colored volunteer recruits.....	116
Representative recruits.....	44
Substitutes for enrolled men.....	655
Drafted men forwarded.....	59
Substituted for drafted men.....	428
Recruits for veteran reserve corps.....	43
Total.....	5,872

To which we may add, that 794 deserters were arrested and returned to their regiments, and that Cook County probably furnished one thousand unaccounted men to the navy.

The following is Mr. Colbert's estimate of the money actually expended by Cook County for the war, outside the cost of the Provost Marshal's department (\$77,089):

Paid by city for bounties, from October, 1863 \$	119,742
Paid by county, from October, 1863.....	2,571,172
Paid by towns and wards, from October, 1863.....	734,453
Paid by representatives and substitutes.....	56,350
Paid by county to families.....	166,034
Paid by city to families.....	90,809
Paid by Board of Trade to families.....	220,000
Paid by Mercantile Association to families.....	75,000
Total.....	\$4,027,560

This was the estimated cost to the county, outside its share in the actual cost of the war to the General Government, that being in round numbers \$3,350,000,000, and Cook County's share of payment into the Federal Treasury being, in 1865, in the proportion of 58 to 3,350, gives \$58,000,000 as its share in the Government expense, making a total of \$62,000,000 borne, or assumed, by Cook County for the suppression of the Rebellion.

The following regiments, in which Chicago was largely represented in either officers or men, or in both, and many of which were under the especial care of city organizations, were mustered into United States service, and left for the field at the dates mentioned. The particulars of their organization, and their war record, is given in the sketches of the several regiments. As a preface to the recital of regimental prowess, it is but justice to one of our "Boys in Blue" that he should receive a mention—the more especially as his name is one cherished in the heart of every soldier and honored by the State and Nation.

JOHN A. LOGAN, it is needless to say, is one of those national characters firmly established in the hearts and confidence of the people. He is a rare combination of the plain, blunt soldier, and the straightforward, able and successful statesman, whom men delight to honor, for affection and judgment work hand in hand to perpetuate his fame. Before the conclusion of the war, he acquired the proud distinction of being promoted to a major-generalship of volunteers, and this honor will be the more appreciated when it is remembered that, previous to the war, General Logan had little



John A. Logan

military experience or instruction, but had been educated in the law, in which profession it was his design to make his record. Senator Logan was born in Jackson County, Ill., February 9, 1826, his father, Dr. John Logan, having emigrated from Ireland previous to his son's birth. Dr. Logan was a man of education, and believed in thoroughly drilling the mind as well as the body; consequently, he instructed his son so as to enable him to enter, at an early day, Louisville University, whence he subsequently graduated. At the breaking out of the Mexican War, John A. Logan's military instincts were aroused, and he enlisted as a private in the 1st Illinois Infantry Volunteers, but was chosen lieutenant of one of the companies. Even at that early age, and without previous instruction, a novice in the art of war, he attracted general attention by his bravery and ability, and soon rose to a place on the regimental staff, and to the positions of quartermaster and adjutant. Entering the office of his uncle, Governor Alexander M. Jenkins, in 1849, he commenced the study of law, and was admitted to the Bar in 1852. In 1849, while still pursuing his studies, he was elected county clerk of Jackson County, and, in 1852 was chosen prosecuting attorney of the Third Judicial District, holding the position for five years. Commencing with that year, he was elected to the Legislature for three successive terms, being chosen a presidential elector, on the Democratic ticket, in 1856, and a member of Congress in 1858. At that time, in connection with his uncle, he had acquired an extensive law practice, and was among the most popular public men in Southern Illinois. When the war broke out, he still held his seat in Congress, but had boldly abandoned his former associates, many of whom were in full sympathy with secession, and stood up firmly and eloquently for the Union. It is due as much to his bravery upon the floors of Congress as to any other cause, that the people of Southern Illinois held unflinchingly to the support of the Union. But this was not the sort of warfare that Senator Logan proposed to wage against secession, and, consequently, in the summer of 1861, he fought at Bull Run, in the ranks. After fighting at Bull Run, he returned to Congress; but still feeling that sturdy arms were needed at the front more pressing than brave words at Washington, he entered the service as colonel of the 31st Illinois Infantry Volunteers. On September 18, 1861, he was mustered into the service by Captain T. G. Pitcher, U. S. A., his regiment being assigned to the brigade of General John A. McClernand. In November, the 31st Regiment was en-

gaged in the battle of Belmont, Colonel Logan's horse being shot from under him. He shared in the sufferings from cold and exposure of the winter campaign in Kentucky, and, in February, 1862, embarked with his command for Fort Henry. That stronghold was occupied on the 6th of the month—Colonel Logan evincing the same gallantry in action, which made him so prominent a mark for rebel bullets, a week later, at Fort Donelson. There he shared in General Grant's honors, being severely wounded while leading an assault. On March 21, 1862, he was promoted to the rank of brigadier-general, commanding the First Brigade, First Division, Reserve Army of the Tennessee, his old regiment still being under the general command. In the fall of 1862, during the Mississippi campaign, General Logan was placed in command of the Third Division, Seventeenth Army Corps, his corps commander being General J. B. McPherson. During the latter portion of the year, the troops remained in camp on the Tallahatchie River. At Port Gibson, Raymond, Jackson, and Champion Hill, up to the siege of Vicksburg, from May 19 to July 4, 1863, General Logan increased the reputation for bravery and ability which already had made his name dear to the entire Army of the Tennessee. Upon the latter day, his column was the first to enter Vicksburg, and he himself was made military governor of the city. In November, 1863, he succeeded General Sherman in the command of the Fifteenth Army Corps, leading the advance at Resaca, repulsing Hardee at Dallas, and dislodging the enemy at Kenesaw Mountain. In July, 1864, when General McPherson fell at Atlanta, General Logan took command of the Army of the Tennessee. With Sherman, during the remainder of the war, General Logan led his troops and shared in the glory of the grand and effectual movements, and his farewell address to the Army of the Tennessee will long be remembered by war-scarred veterans as a model of eloquence and manly pathos. In 1866, 1868 and 1870, having been mustered out of the service with a record which stands highest in the list of volunteer generals, General Logan was elected to Congress by the Republican party, and commenced again to up-build that reputation for statesmanship which had been temporarily eclipsed by his military renown. Before he had taken his seat in the Forty-second Congress, however, he was elected to the United States Senate, where he has since been among its most prominent figures. As the Republican nominee for the vice-presidency, his canvass during the Fall of 1884 will go into history as an exhibition of dignity, both in uncertainty and defeat, which has more than ever raised him in the estimation of the Nation; and his election to the Senatorship in 1885, after the protracted contest in the Legislature, but added to the National honor accorded him. Senator Logan was married, in 1855, to Miss Mary Cunningham, daughter of Captain Cunningham, of Marion, Ill., an officer of the Mexican War. In every sense of the word, Mrs. Logan has been a helpmate to her husband, there being few women in this, or any other, country, whose opinion on public affairs and public men is more valued, or who has been more actively engaged as an actual manager of political events, momentous to the country's interests. They have two children, a daughter and a son.

TWELFTH ILLINOIS INFANTRY.

THE TWELFTH ILLINOIS was organized as a three months' regiment in accordance with General Order No. 2, issued at a special session of the Illinois Legislature, April, 1861, providing for the immediate organization of six regiments of Infantry; that being the quota assigned to the State under the first call of President Lincoln for seventy-five thousand troops to serve one hundred days.

These regiments were speedily raised, and, as the Illinois regiments formerly serving in the Mexican War were designated by numbers up to seven, these, although the earliest that entered the United States service from the State at the breaking out of the Rebellion, were called the 7th, 8th, 9th, 10th, 11th and 12th Infantry, composing the "First Brigade, Illinois Volunteers," commanded by Colonel B. F. Prentiss.

The 12th Illinois, while not distinctively a Chicago regiment, was the first mustered into service, in which the city was represented, consisting of two companies, "A" and "K" and most of the field and staff officers. The regiment was mustered-in at Springfield, Ill., May 2, 1861. Following is the original roster of officers:

Colonel, John McArthur, Chicago; Lieutenant-Colonel, August L. Chetlain, Galena; Major, William D. Williams, Rock

Island. Company "A," Captain, Joseph Kellogg, Chicago; First Lieutenant, John Noyes, Jr., Chicago; Second Lieutenant, Arthur C. Ducaz, Chicago. Company "K," Captain, James R. Hugunin, Chicago; First Lieutenant, William E. Waite, Chicago; Second Lieutenant, Eben Bacon, Chicago.

The 12th left camp at Springfield, May 10, and proceeded with the First Brigade to Cairo, where Colonel Prentiss relieved General Swift in command of the post. The services of the troops at Cairo and in its vicinity were peculiarly disheartening. An unhealthy climate, bad water, unsuitable food, and poor shelter, combined to make their first experience of military life a trying one. The ranks of the sick in the hospitals rapidly filled up, the lines grew thin, and in the absence of the excitement attendant upon hostilities, it seemed as if they were suffering to no purpose. Therefore, when on the 28th of the month, an arrangement was made by the War Department, whereby the regiment might reenlist immediately for three years, provided four-fifths were willing, the proposition was declined. By the latter part of July, however, before its term of service had expired, the necessity for soldiers was plainly seen, and the 12th offered its services. The offer was accepted, and the regiment was mustered in accordingly at Cairo, Ill., on August 1, for three years; the field and staff officers, and officers of Companies "A" and "K" (Chicago), being

Colonel, John McArthur, promoted brigadier-general, March



21, 1862; Lieutenant-Colonel, A. L. Chetlain, promoted colonel, April 1, 1862; Major, William D. Williams; Adjutant, J. Bates Dickson; Quartermaster, S. R. Wetmore; Surgeon, Horace Wardner, promoted brigade-surgeon; First Assistant Surgeon, James H. Farris; Chaplain, Joel Grant.

Co. "A": Captain, Arthur C. Ducaz, promoted major and lieutenant-colonel; First Lieutenant, William Fisher, promoted captain; Second Lieutenant, Duncan McLean, promoted first lieutenant and regimental quartermaster, and to captain; Second Lieutenant, Washington Van Horn, promoted first lieutenant; Second Lieutenant, James B. Johnston.

Co. "K": Captain, James R. Hugunin, promoted major and brevet brigadier-general; First Lieutenant, William E. Waite, promoted captain; Second Lieutenant, Eben Bacon, resigned November, 1861; Second Lieutenant, C. E. Beaumont, promoted first lieutenant; Second Lieutenant, Henry B. Wager, promoted first lieutenant; Second Lieutenant, Leroy Clark, died August, 1862; Second Lieutenant, Francis Rutger.

The regiment remained at Cairo until September 5, when, with the 9th Illinois Infantry, Colonel E. A. Paine, it was sent to occupy Paducah. The invasion of the sacred soil of Kentucky by "Lincoln's hirelings" was a largely improper proceeding, from the standpoint of some of the residents of that town, and the necessity they were under of hauling down various ensigns of rebellion was not at all to their liking. The camp of the 12th was on the left bank of the Ohio River, about half a mile west of the United States Marine Hospital, between which and the camp lay a gently undulating, grassy tract, some forty acres in extent. On this plot were held reviews and exercises in arms; it was the practice ground of Battery "A," Chicago Light Artillery, which here acquired that proficiency in drill which was one of its characteristics throughout a long and splendid career. The regiment was armed with smooth-bore muskets (calibre 69) which bore the government stamp "Harper's Ferry," and were known by this name.

The uniform at this time consisted of a short-skirted gray jacket, light blue trousers, and gray felt hats with leather visor, the rim, back of the visor, being fastened by buttons at the side. Overcoats of regulation pattern were supplied in due time. On the 24th of September, a detachment of the 12th (four companies), under Lieutenant-Colonel Chetlain, was sent by General C. F. Smith, then commanding at Paducah, to occupy Smithland, a quiet old town at the junction of the Cumberland and Ohio rivers, in Kentucky. Taking position on the heights commanding the rivers and all avenues leading to the town, it erected batteries, and made the point a rendezvous for the Union men of the surrounding country.

On the morning of the 5th of November, that portion of the regiment remaining in Paducah was ordered to prepare three days' rations and be ready to march at an hour's notice. At half-past ten the following day, General Paine received orders from General Smith to report at headquarters at two o'clock p. m., with the 9th, 12th, 40th and 41st Illinois Infantry, four pieces of Buell's Battery, and Thieleman's Cavalry, in marching condition. Reporting at the designated time, General Paine was ordered to take the troops, march to Melvin, thence to Blandville, and thence, through Loudenville, back to Paducah, not avoiding the enemy, but in no case to engage unless attacked in corresponding force.

That evening the command marched fifteen miles; and the following morning, when approaching Melvin, heard the roar of the conflict at Belmont. General Paine changed the direction of his march toward Columbus, which was opposite Belmont and thirty-four miles distant. When he reached Milburn, thirteen miles northeast of Columbus, he was met by scouts, who reported the battle ended; and, it being then too late to be of service, the command returned to Paducah, arriving the following day. The following account of this march, from unpublished papers of an old member of the regiment, may be interesting:

"Early one morning in November, the camp was thrown into great excitement by marching orders. All sorts of rumors were afloat. The 'greenhorns' packed their knapsacks till the straps would hardly buckle over them—three days' rations and forty rounds of ammunition were served out. Those unlucky fellows who were obliged to remain as camp guards looked wofully at the busy preparations and bewailed their fate. No glory for them! Early in the afternoon of November 6, General Paine's brigade filed past General Smith's headquarters on the road leading south. A southwesterly direction was held till about fifteen miles had been paced off, when the troops bivouacked for the night.

"The march was resumed in the morning and kept up without any unusual circumstance till about the middle of the afternoon, when the sound of cannon was plainly heard. 'Who can forget it? The first sound of battle! We were headed toward Columbus; we were marching to the support of our comrades! Should we be there in time? An altered demeanor was visible at once, chaffing and frivolity gave place to earnest conversation and eager conjecture. The men drew together in close order. The step was quickened, and mile after mile was paced off without a halt. The great guns were at it still. The sounds were plainly nearer and more distinct. 'How far to Columbus?' we demanded from a Kentuckian, who gazed stolidly at us from behind a rail fence. 'About fourteen miles, I reckon,' was the reply. It sounded like a long distance to men who had already marched since daylight; and still as the question was repeated, from time to time came back the same answer from others further on, 'about fourteen miles,' or 'fourteen miles and a right smart.'

"We must have marched five miles, during which the same aggravating replies were made. Night was falling and the roar of the guns had ceased when the troops halted for the night.

"It had been a trying day for men unaccustomed to the march, and sleep was sweet. Although stiff and footsore, they were, when morning dawned, still eager for the fray. What was their disappointment and chagrin when, a few hours after, they faced about and took up their line of march for the camp they had

* Belmont.

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TERMS, FIVE CENTS PER COPY.

THE COUNTERSIGN.

Alas! the weary hours pass 'round,
The night is very dark and still,
And in the marches far below
I hear the hoarsest whip-whip-whirl;
I scarce can see a yard ahead,
My eyes are strained to catch each sound—
I hear the leaves about me shed,
And the bushes bubbling 'tho' the ground

Along the beaten path I pace,
Where white flags mark my country's track;
In footstep shrubs I seem to trace
The form of a foe, with bounding back.
I think I see him crouching low—
I stop and lift—I stop and wait,
Until the lightning bullets grow
To groups of soldiers far and near.

With ready piece I wait and watch,
I call my eyes, familiar grown,
Dearest each laurel's emblem match,
And turn quickly in to slay;
And then, amid the busy gins,
Beneath the tall old cypress trees,
My silent marches I resume,
And think of other times than these.

"Halt! who goes there?" my challenge cry,
It rings along the watchful line;
"Relief!" I hear a voice reply—
"Advance, and give the countersign!"
With bayonet at the charge I wait—
This corporal gives the mystic word
With arms apart I change my mate,
Then onward pass, and all is well.

But in the text that night awake,
I ask, if it be they I fall,
Can I the mystic answer make
When the angelic centries call?
And pray, that Heaven may so ordain,
Where'er I go, what fate I meet,
Whether in pleasure or in pain,
I still may have the countersign.

Notwithstanding the belligerent tone of the Canadian press there are orders in Chicago from Canada for 73-10 per cent. Treasury notes. Solomon Sturgis & Son sold several thousand dollars' worth at par to Canadians in one day.

A GOOD SUGGESTION.

We take the following extract from the Correspondence of the Cincinnati Commercial in the 27th Indiana Regiment now camped on Green River, in Kentucky. His suggestions we think are very good, and we call the attention to "the powers that be" to the fact:

We are now pretty well through the "pantry" of military life. I apprehend the future will be a very common article of *piques*. I see the next theme for the Sketch Club of Cincinnati is "Hard Times." If one of those artists wants for fuel, let him picture a weary soldier sitting on a stone trying to eat one of those *date-dilation* army crackers. I suggest that Government construct a large *Fort* from some of these crackers, and put every rebel they catch into it, under sentence that they never get out until they eat their way out. This would secure a perpetual peace. Furthermore let an monument be made for erecting a monument of these same crackers over the grave of every soldier in the army, to tell to coming generations the wondrous valor and heroic deeds of the "Heroes of '61." Such a monument would defy the ravages of the "gnawing tooth of time" for any other man.

THE RIVER NETS.—"You can't do any thing with them Southern fellows," said a "peace" man, in New York, "if they get whipped, they'll retreat into them Southern swamps and bayous, along with the fishes and crocodiles. You haven't got the fish nets made that will catch them."

"Look here old gentlemen," said a volunteer, who happened to be standing by, "We have got just the nets for traitors in the bayous or anywhere else."
"What kind of nets, I should like to know?" asked the old man.
"Bay-o-nets!" replied the volunteers, and passed on.

Officer—How long have you been recruiting, Captain B.—?
Capt.—Four weeks.
Officer—What success.
Capt.—First rate.
Officer—How many men?
Capt.—One private and fifteen officers.

Native Americans form the majority in more than three-quarters of the regiments. In six regiments out a hundred the Germans are in a majority, and in five regiments the majority are Irish. Nine-tenths of all are citizens, and three-fourths of all are single.

Indiana Troops in Missouri.

From the Indianapolis Journal.
Commissioner General Stone, who has been in Mo. for the purpose of settling after the seizure of the Indiana troops in that State, and to bring home such remnant as the men desired to leave, their families and friends, reports a great deal of pleasure in all the regiments. He says there are from eight to ten deaths a day, and that none of the regiments here over 750 or 800 men fit for duty. The result, however, is imposing, and when the winter quarters are completed it will continue to increase.

General Stone brought with him from the revenue agents the following sums of money, conveyed to various individuals:

5th regiment	\$5,250.00
13th regiment	2,750.00
24th regiment	2,500.00
13th regiment	8,000.00
24th regiment	2,500.00
13th regiment	2,500.00
24th regiment	2,500.00
Total	\$36,150.00

Of the above mentioned amounts Capt. Bradley's company, in the 24th regiment, sent \$3,122.50 and Riley's company, in the 8th regiment, 1,207.00. Other parties brought with them for the soldiers about as much money as was given to the care of Gen. Stone, which would make the total amount sent home from the last payment in Missouri over \$37,000. This amount all came from the private—the officers having previously drawn their pay and disposed of it.

Old Rations.—A letter from the McLean Regiment says:

"To-day the Colonel ordered an inspection of some hard bread or army crackers, which resulted in condemning forty-six barrels out of fifty. The crackers we eat are stamped '1319,' and the boys say they have seen several marked 'B.C.'"

A MISTAKE.—"Sir," said a soldier to the sutler of the — regiment, on pay day, "you must have made a mistake in my account."

"Why so?"
"Because I can pay it, and have money left."

Out of 65,000 letters sent off by the 13th Massachusetts regiment in Maryland since its departure from home, 25,000 were addressed "Miss" and 21,000 "Mrs." So says a letter-writer, who adds: "The figures show that the females received much the largest share of attention, and this is just as it should be. It is rather significant of the material of the 13th that 'Miss' receives so large a share of its letter writing patronage."

Every commissioned officer in the 7th Iowa Volunteers was killed or wounded in the battle of Belmont.

A GOOD ANECDOTE.

Capt. Lytle, of the twentieth Indiana regiment, writing from Hatteras, gives the following account of taking a prize:

A sail was seen approaching the inlet showing no colors. Capt. Gardin "smelling a rat," ran up the sloop's colors in the fort, and the schooner immediately did the same. She came boldly up to the bar, the tug boat "Ceres" ran out to tow her in.—The captain of the tug immediately boarded her, shook hands with the stevedores and said,

"I thought when I saw you coming down that I had a prize."

"No, indeed," said he pointing to the doomed rat, "under that flag I will die."

"Well," said our brave hero, "you have had good luck getting in."

"Yes," said the seaman, "but I suppose if the — Yankees want to come down here you can show me very good — out of them."

"Yes," said our Yankee, "we can shift the very best out of them."

"Well, that's good, I hope we may be able to take to take every — Yankee on the coast."

"Yes," was the reply, "We are talking about one sail a day, and some are pretty fat on a too."

By this time they had passed the through the inlet into the Sound. Turning to Mr. Seach he said:

"Do you see that big gun-boat to seaward? Well she belongs to us, it is the Stars and Stripes, the pride of the Southern Yankee fleet and we took her."

"Did you?" said the latter, interpreting our Yankee hero, "Well that's too good."

"Yes we fetched her you see," said our Yankee turning to Mr. Seach. "About the 28th of August, the — Yankees came down here and shelled — out of these forts, and all these gun-boats, since that time, have been here to tow in boats. I am one of your — Yankees! I command that gun-boat, and you are, I am happy to say, my prize."

"Why are the Home Guards like General Baker? Dear, is the last thing he did was to die for his country, and that is the last thing they intend to do."

A good one is told of a Quaker volunteer, who was in a Virginia skirmish. Coming in pretty close quarters with a rebel, he remarked, "Friend, it's unfortunate, but these stands just where I'm going to shoot," and blazing away, down came "seach."

so recently quitted with such martial ardor. On the afternoon of the third day the brigade reached their old quarters in Paducah.

"The return march had not been altogether orderly; great numbers had fallen behind, to favor aching joints and blistered feet, and it is not surprising that there was an active demand for such refreshments as the country afforded. These were appropriated, as the exigencies of the service seemed to require, by the various stragglers, and loud and long complaints at General Smith's headquarters by the aggrieved countrymen, was the result. The 41st seemed to have been settled upon as the prime depredators, and there was some talk of a stoppage of pay, but nothing came of it.

"Not long after, the regiment was visited by a delegation of the Scotch citizens of Chicago, and presented with a stand of colors. This was not only a graceful and patriotic act, but distinctively a recognition of the influence which their fellow countryman, Colonel McArthur, and other members of the old Highland Guards, of Chicago, had exercised in the formation of the regiment.

"About the middle of January, a demonstration in force upon Forts Henry and Heiman, on the Tennessee River, was made by the troops from Paducah, under Brigadier-General C. F. Smith. This march (to Calloway Landing and return) was made under great difficulties, by reason of the terrible condition of the roads and the great length of the wagon-train, and has some significance as having so soon preceded the more general forward movement which resulted in the destruction of these forts and capture of Fort Donelson. It was on the night following the return from this march, that one of the camp guards, a soldier of Co. 'A,' was fired on from the bush, a few yards from his beat. The shot was well aimed, and only failed of its purpose from the fact that the sentry was at the moment carrying his piece diagonally across his body. The ball struck the musket-barrel and glanced off, wounding the fingers of one hand in its course. Whoever perpetrated the deed, escaped under cover of the darkness."

On the 25th of January, 1862, Lieutenant-Colonel Chetlain rejoined the portion of the regiment at Paducah. Colonel McArthur had been assigned to the command of a brigade in General Smith's division, and Chetlain was in command of the regiment, when, on the 5th of February, it embarked on the Tennessee, and proceeded toward Fort Henry. Arriving within four miles of the fort, the troops landed, and in the midst of a violent thunderstorm, with the rain pouring in torrents, encamped for the night. In the morning, the Second Division moved up the west bank of the river, and occupied Fort Heiman, on the high ground opposite Fort Henry—Foote, with his gun boats, having forced the rebels to evacuate both. The regiment remained at Fort Heiman until the 12th, and on the morning of that day, with the 9th and 41st Illinois Infantry—constituting McArthur's brigade—crossed the Tennessee and marched for Fort Donelson, being in the rear of the troops that proceeded from Fort Henry. The brigade encamped that night about a mile and a half from the battle-field of Fort Donelson. On the morning of the 13th, it was detached temporarily from General C. F. Smith's division, and ordered to support the batteries of Major Cavendor (Callender?), then in position against the center of the enemy's works.

Late in the afternoon, the 12th was moved toward the left of General McClernand's division, and nearer the enemy's lines, where it threw up, during the night, two small earth-works on a hill in front of its camp, in which were planted two field-pieces, which, however, were never used. The other regiments of the brigade were moved to another point, and the 12th occupied this position twenty-four hours, remaining under arms all night in the midst of a driving snow storm. Just before nightfall on the following day, the entire brigade was moved, in compliance with the order of General McClernand, to the extreme right of the Union line, where it arrived about seven o'clock in the evening.

The 12th, which had at that time six hundred and twelve effective men, besides its officers, camped that night within four or five hundred yards of Indian Creek. From the position occupied by the regiment could be

seen the dome of the Court House in Dover, a village within the rebel lines, and about a mile higher up the river. On the right of the 12th was the 9th Illinois—in column by companies; between the two ran the road which led into Dover. On this road, and at this point, was first felt the fury of the rebel attack, which was made in the gray light of the morning of the 15th of February. Nothing could have been more sudden or startling. The men, who were trying to keep life in their benumbed limbs by the dying embers of the camp fires, leaped to their feet and grasped their arms. "Left half wheel! Forward into line!" shouted the colonel of the 9th Illinois. To gain time for formation, two companies of the 12th—"A," Captain William Fisher, and "B," Captain John T. Hale—were deployed forward. The maneuver was executed, and the object accomplished, but at a dreadful loss of life in proportion to the number engaged. Captain Hale, a valuable and highly esteemed officer, was among the slain. The troops to right and left were soon engaged, and the battle in McClernand's front became general.

What follows is already history. This portion of the line bore the brunt of the deadly struggle. A few only of the enemy escaped, and most of them who were left alive were driven within the defenses, to be surrendered as prisoners of war. In the afternoon of the same day (the 15th), the brigade (McArthur's) was ordered to rejoin its own division on the left, where the remaining brigade, under General C. F. Smith, had already rendered such splendid service that, taken in connection with the event of the battle on the right, the enemy was forced to surrender. Among those especially commended for gallant conduct in this engagement, were Major Ducat, Lieutenant James N. McArthur, of Co. "G," and Lieutenant Duncan McLean, of Co. "A"—all of whom displayed wonderful bravery and efficiency, and whose record was alike honorable to themselves and the city which sent them to the field. Co. "A" lost nearly half its men, killed or wounded, during the struggle on the morning of the 15th.

The total loss of the regiment was one officer, Captain John Tyler Hale, and eighteen enlisted men killed; one officer and sixty-one enlisted men wounded, and eight enlisted men missing. On Sunday morning, February 16, 1862, Colonel McArthur marched his brigade into Fort Donelson, where the 12th was employed for a week in guarding prisoners and stores. On the 22d of February, it was moved, with other troops of General Grant's command, up the river to Nashville, but, without leaving the steamer, returned to Clarksville, Tenn., where it occupied Fort Sevier until March 6, at which time it embarked for Pittsburg Landing.

On the way up the Tennessee, the steamer "Glen-dale," which bore the 12th, was in the advance, if we except the black and sullen gunboats which, with open ports, convoyed the fleet. In due time the fleet arrived at Pittsburg Landing, where the troops disembarked and went into camp, the position of General Smith's division being about one mile west of the Landing. Several weeks of inaction followed, during which the force was increased by the arrival of new troops, many of whom were to experience, for the first time, war's alarms and terrors, with scant preparation and on uncommonly short notice. The morning of Sunday, April 6, 1862, broke brightly upon the camp at Pittsburg Landing. After morning-calls and breakfast, the regiment paraded for the regular Sunday inspection. It could hardly have been earlier than eight o'clock, and the battle, unknown to the troops near the

Landing, had been in progress for hours. If any firing had been heard in the regimental camp, it had, up to this time, been so distant and fitful, as to attract no attention; but now, questioning looks were exchanged, and while all were wondering what the threatening sounds might portend, the summons came. From the parade ground, where it had assembled in all the promise of another pleasant, uneventful day, the regiment marched to battle. While the division (then commanded by General W. H. L. Wallace) was on the way to the front, Colonel David Stuart, whose brigade occupied the extreme left of the Union line, sent to General Wallace for reinforcements. McArthur's brigade was ordered to his support. Thus again it happened, as at Fort Donelson, that untoward circumstances prevented united action on the part of the brigades of this division. On reaching Colonel Stuart's position, McArthur's brigade formed in line with that officer's command. The ground on McArthur's right, for a space equal to a regimental front, was open, and to prevent undue exposure, the 9th Illinois, which occupied this part of the line, was advanced to the cover of timber, which skirted the space in front. The 12th Illinois formed the right of what remained of McArthur's brigade. In front, the ground fell rapidly away for two or three hundred yards, then rose again—the opposite elevation, as well as most of the intervening space, being well wooded. The trees, however, had not put forth their leaves, or the enemy could have masked his movements beyond all discernment. The firing had not as yet extended so far to the Union left, and there was time to note that, although it was continuous, it was not regular, but rose in volume at intervals of time and space, in such a way as plainly to indicate rapid and heavy concentrations. Indeed, the enemy could occasionally be seen, as on the opposite side of a fenced field, moving by the flank, in double-quick time. An attack would follow such a movement, so vigorous and persistent, that the Union line, hastily formed, as it had been, and with no provision for adequate support, almost invariably, if not inevitably, gave way, sometimes hopelessly shattered, generally to re-form, and with diminished numbers to continue the struggle. Notwithstanding all that has yet been written of this battle, few realize the determined, protracted and bloody resistance offered by some of the troops engaged; not otherwise could the rebel host have been held at bay throughout those long hours, till the death of their gallant leader brought some respite. Gradually the firing extended toward McArthur's brigade. It was probably between nine and ten o'clock a. m. The troops to the right and front were all engaged. The din of battle was terrible. The frightened hares sprang from the thicket, and crouched bewildered at the feet of the waiting men. The wounded began to stream back from the 9th. On the right of the 9th was a battery, which had been well served; now its firing grew more rapid and nervous. All eyes were strained to catch the first glimpse of the foe. A bit of color first caught the eye. It yielded to the breeze. There they were, the "Stars and Bars." As quickly as the intervening space could be traversed, the enemy broke cover, and the storm of battle fell.

The whole division was speedily engaged in one of the most bloody conflicts of that eventful day. General Wallace, after holding the enemy in check during four successful charges on his line, gave the order to retire about four o'clock in the afternoon, after his support, both on right and left, had given way. Just as he gave the order, and with cool, collected bravery

was animating and encouraging his men, he fell, mortally wounded, and was borne from the field. General McArthur also being wounded, the command of the division devolved on Colonel J. M. Tuttle, of the Iowa brigade, as the ranking officer. He rallied what was left of his own regiment, and with the 12th and 9th Illinois, the 13th Iowa, and fragments of other regiments, formed in line on the road down which the rebels were advancing toward the Landing, and held them in check until the line was formed that successfully resisted the last charge of the enemy just before dark. The 12th may justly claim the proud distinction of being one of those regiments that held their ground amid the general break of the Union lines on that dismal Sunday afternoon. On Monday, the 7th of April, Lieutenant-Colonel Chetlain being ill, Major Hugunin (formerly Captain Hugunin, Company "K") took command of the regiment, which then formed a part of the reserve force of General Buell; in the course of whose attack the 12th occupied nearly the same position as on Sunday morning. On Tuesday, the regiment was on duty all day, and not until after dark was ordered to camp. The loss of the 12th in the engagements at Shiloh was one hundred and nine men killed and wounded, and seven missing. Among the killed was Lieutenant Wright Seamen, of Co. "C," and Captain Frank B. Ferris, of Co. "L." Captains Duncan McLean, of Co. "A," and William E. Waite, of Co. "K," both of Chicago, were wounded. Among the rebel dead nearest the last line held by the Federals, were some of a singularly foreign aspect—clear-skinned, dark-complexioned, oval-faced young fellows. They evidently were of one race, and that unlike any in the Northern army. They wore Zouave jackets, dark blue in color, as were also the trousers, well-made shoes that laced above the ankles, and woolen underclothing of a red and white check. They were evidently from Louisiana, as the waist-belt plate bore the arms of that State,—a pelican feeding her young.

After the battle, Brigadier-General Thomas A. Davies succeeded General Wallace in the command of the division. The following incident, which occurred during the advance on Corinth, will serve to illustrate the character of the man, who, throughout the remainder of the war, commanded the brigade to which the 12th belonged, oftener and for longer periods than any other officer. This was Colonel Aug. Mersey, of the 9th Illinois Infantry. The division was in line of battle at the time, a lively fire was going on among the skirmishers, and the wounded were dropping in considerable numbers to the rear. At this stage of the war, a wound, however slight, was very likely to result in a furlough, if the soldier asked it, and he could go home and be sure of a warm welcome and many flattering attentions. The temptation to risk a slight wound was consequently great. The 9th was on the right of the 12th, and, as the firing increased, Colonel Mersey was seen to move to the front of his regiment, where officers and men were standing, watchful and expectant. He had not been there long before he sent for his Assistant Surgeon. This officer came, provided with appliances for dressing slight wounds, and as the wounded approached, some with well-assumed ruefulness, the Colonel hailed them in his well-known accent, and proceeded with the assistance of "saw-bones" to find out just how badly wounded they were. If the case was at all serious, the soldier was directed to the hospital; but, if otherwise, plaster or bandage was applied on the spot, and the unlucky candidate for honors was directed to shoulder his gun and report at the front, and try to

give some fellow on the other side a chance for a flourish.

After the evacuation of Corinth, which was announced by loud and frequent explosions, and the smoke of burning stores, pursuit was begun, but soon abandoned, and Davies's division went into camp on the line of the Mobile & Ohio Railroad, about two miles south of the town. During the preceding months the men had been so often under fire, or in such proximity to the enemy, that a strain upon the nervous system was inevitable. They were glad of an opportunity to make themselves comfortable once more. Five months of such campaigning take the edge off the keenest appetite for war. General Davies, however, was not disposed to let his command rest upon their laurels, much less allow their arms to rust in idleness. His standard of military efficiency was high, and he was impatient of any shortcomings. Regulations were strictly enforced, and the utmost circumspection was required of all officers and men while on duty. Guard-mount and dress-parade became impressive affairs, while drill, by company and regiment, was as much a daily duty as attendance at roll-call. The General from time to time maneuvered his command in person, interspersing his exercises with inspections and grand reviews, when the division appeared in all its glory. As a result there was a marked improvement in the dress and bearing of the men. On one occasion, the camp guard of the 12th having turned out to salute General Rosecrans, that officer stopped, and having inquired to whose command the guard belonged, made some very complimentary remarks on the neat appearance of the camp and the soldierly bearing of the men on duty. A company officer, in a private letter, written about this time, speaks of his comrades as follows :

"I have never seen a regiment which could execute the manual of arms as well as we can, and only one that can perform the evolutions better, and that one is the 9th Illinois, with which we have been so continuously associated."

Notwithstanding the attention paid to the police of the camp and to other conditions of health, there was much sickness. The climate was so enervating that few had vitality enough to resist its influence, in the absence of any incentive to exertion. The appetite failed, and men became listless, low-spirited and homesick. Imprudence in diet was apt to result in diseases to which, in their apathetic state, men rapidly succumbed. The hostilities of an active campaign seem hardly to reduce the effective strength of an army more rapidly than camp life under such conditions. But more stirring times were at hand. On September 17, the division broke camp on short notice and marched with other troops from Corinth, in the direction of luka, distant southeast about twenty miles. General E. O. C. Ord, who was in command, expected to co-operate with General Rosecrans in an attack upon General Sterling Price, at that place; but Price, becoming alarmed, attacked Rosecrans before the junction could be made, and succeeded in effecting his escape. In the disposition of the troops after this battle, the 12th was left as a garrison at Brissville, a station on the railroad between luka and Corinth.

On the morning of October 3, the day of the opening of the battle of Atlanta, Colonel Chetlain arrived at that place, from Brissville, with six companies of the 12th Illinois, the other four being ordered to move across the country as guard to the baggage train. At nine o'clock the regiment joined its brigade, and moved out to the old Confederate line of breastworks, north of the

village, where Rosecrans' line of battle was formed, Davies's division holding the center. Oglesby's brigade, to which the 12th belonged, formed the right of the division, supporting Richardson's 1st Missouri Battery. In the attack of the Confederate army that morning, McArthur's brigade, to the left of Davies's division, was first struck by the Confederate troops, and after hard fighting forced back, leaving Davies's left flank exposed. Upon this division a heavy front and flank attack was made, and it also, after a long and obstinate resistance, fell back about a thousand yards, with the loss of two heavy guns. The command continued contesting against tremendous odds, and receded from one position only to defend another until night. Every brigade commander was either killed or wounded, General Oglesby among the latter. The loss in the 12th was ninety killed and wounded. The strength of the regiment, as reported for duty at the close of the first day's engagement, was two hundred and fifty-six men and sixteen line officers. In the formation of General Rosecrans's line on the morning of October 4, General Davies's division still held the center. On the right of the division, and in rear of Fort Powell (an unfinished redoubt), the 12th was posted. This redoubt, and the fort on the left, known as Battery Robinet, were the salient points of General Rosecrans's line. Upon these, therefore, after desultory firing during the early morning, the serious attacks of the enemy were directed. A temporary advantage was gained in the assault on Fort Powell. At the crisis of the action, and before infantry supports could be pushed into the redoubt, the gunners decided that the time had come to save their pieces if they could, the enemy being at the embrasures. One of them had already been felled with a hand-spike, when the order to limber up was given. It could only partially be obeyed, for the horses were in a high state of excitement. They were with difficulty restrained, and, finally, becoming unmanageable, they dashed through the ranks of the 12th, and threw the right and center of the regiment into confusion. Before it could rally and re-form, the front line had been driven back and the battery captured. While the scattered portions of the regiment were re-forming, the left, under Captain Guy C. Ward, rushed forward, and the 52d and 55th Illinois coming up to his support, the enemy was driven from the battery at the point of the bayonet, the regimental colors planted on the redan, the guns manned, and, with the help of the artillerymen, turned upon the rebels, now in full retreat. A portion of the 12th pushed forward in pursuit, and Private David Osby, of Co. "K" (Chicago), captured the color-bearer and flag of a Louisiana regiment. Captain William E. Waite, of Co. "K," was one of the first men in the redan, and assisted in working the battery. Captain Ward was killed while rallying his men to the charge for the recapture of the battery. With Battery Powell again in its possession, the whole line advanced, and the rebels, foiled at all points, gave up the contest and commenced their retreat toward the Hatchie.

On October 21, Colonel Chetlain was placed in command of the post of Corinth, where the regiment remained, with occasional expeditions into the surrounding country, until June, 1863. It then moved to Pocahontas, Tenn., where it guarded a line of railroad until the 29th of October, moving thence, with a portion of the Sixteenth Army Corps, under General G. M. Dodge, to Pulaski, Tenn., where it arrived November 11. During November, the 12th was ordered to Richland Station, on the Nashville & Decatur Railroad, where it remained two months, guarding a portion of

that road. In December, Colonel Chetlain was appointed brigadier-general.

In January, 1864, three hundred and eleven men and twenty-four officers of the regiment, after re-enlisting, returned to Illinois on veteran furlough, the remainder—about ninety men—remaining at Pulaski, under command of Captain J. D. Towner. The regiment remained in Illinois on furlough until March 1, when, having reorganized at Camp Fry, Chicago, with Lieutenant-Colonel Henry Van Teller, formerly Captain of Co. "E," in command, it rejoined its division at Pulaski, March 3; and, on the 28th of April proceeded to Chattanooga to engage in the Atlanta Campaign. It was there assigned to the Second Brigade (Colonel P. E. Burke); Second Division (Brigadier-General Thomas W. Sweeney); Sixteenth Army Corps (Major-General G. M. Dodge), forming a part of the Army of Tennessee, under McPherson.

In the forward movement toward the enemy, McPherson's command formed the extreme right of Sherman's Army, and moved from headquarters at Lee and Gordon's Mills on May 4, under orders to pass through Ship Gap, in Taylor's Ridge, march, via Villanow, to and through Snake Creek Gap, seize the railroad in rear of Dalton, where Johnston had concentrated his army, and, finally, move upon and hold Resaca, farther south; thus flanking his position, which, guarded in front by Rocky Face, with its single narrow pass—Buzzard Roost—strengthened by batteries and defended by the veterans of the Confederate Army, was impregnable to direct assault. Snake Creek Gap, about fifteen miles south of Buzzard Roost, is a narrow picturesque defile, nearly five miles in length, through the Chattanooga Mountains. Its sides, high, rugged and densely wooded, shut out the sun from the wagon track at their base, save at mid-day. Snake Creek, running through the gap, enters the Oostenaule River below Resaca. On Monday, May 9, McPherson reached the western entrance of the pass, and, the following day, Sweeney's division leading the advance, with the 9th Illinois Mounted Infantry deployed in front as skirmishers, moved through the gap, meeting with no resistance. In the battle before Resaca, May 14-15, Sweeney's division took no part, having been sent, on the morning of the 14th, to Lay's ferry on the Oostenaule, below Resaca, to cover the laying of a pontoon bridge. The opposite bank of the river was lined with the enemy's skirmishers, who watched every movement and threatened every avenue of approach. As soon as the pontoons were ready, the division moved rapidly from under cover to the brink of the river, and silenced the riflemen on the other side, compelling them to "lie low" till the bridge was laid. The crossing commenced immediately, and the troops to the right and left of the bridge were ordered back, too soon it proved, for the enemy—except at the bridge and for a short distance above and below—was unaware of the crossing and in ignorance of his own danger, but still awaiting his opportunity to strike. This was the situation in front of the 12th. As soon, therefore, as the regiment faced to the right about, to withdraw, the enemy rose and commenced fighting. It is doubtful whether the regiment ever gave a better proof of its steadiness, than it did in marching out of the range of that fire without a break in its ranks. Brief as was the time required, there was the inevitable loss of life. One of these vengeful shots it was which caused the death, soon after, of Lieutenant Charles Farr, of Co. "F." "Tell the Colonel," said this gallant young officer, a few hours before his death, "tell the Colonel I'll be back in three

weeks." The loss to the regiment in this affair was two killed and twenty-one wounded.

The enemy had evidently intended to hold the line of this river, and was greatly annoyed at their failure to prevent a crossing. The 12th had scarcely joined its comrades on the other side when a considerable body of rebel infantry came in sight. Unfortunately for them, they exposed themselves to the fire of artillery, which had been concentrated in view of such a contingency, and they retired in undignified and amusing haste—"skedaddled," in fact, and abandoned all further attempts at this point. Toward noon of the 16th, the division started toward Calhoun—the other division (the Fourth) of the Sixteenth Corps being considerably in the rear. At about one o'clock, the advance became engaged, and, at about the same time, General Dodge reached the front, having ridden all the way from Resaca. The division had now reached a point known as Rome Cross Roads, where the Calhoun road, running toward the southeast, crosses another leading southwest to Rome. A little in rear of the Rome road, above its intersection with the Calhoun, was passing a heavy train of the enemy's wagons, and Cleburne's and Walker's divisions, detailed for that duty, were posted along the Rome road in a strong position to protect the train.

Advancing down the Calhoun road, as it converged toward the position of the enemy, Sweeney formed his line, with Burke's brigade holding the right, Bane's the center, and Rice's the left. General McPherson, who, also had arrived at the front, gave orders that an engagement should not be risked against so heavy a force until more of his command came up. After about two hours, the skirmishers on the right advanced, and drove a portion of the rebel line from the Rome road, losing in the charge Captain George A. Taylor, of the 66th Illinois. Several companies of the 81st Ohio were sent forward to support this advanced line, and Colonel Burke went forward in person to reconnoiter. Finding that an attack was coming upon the advanced line, held by his own brigade, orders were given for its disposition. The following account of the battle is as cited in the *Rebellion Record*, vol. XI:

"The 66th Illinois was scattered along a mile of skirmish line; the 81st Ohio was divided into three battalions, under Lieutenant-Colonel Adams, Major Evans and Captain Hill—each battalion separated from the others. The 12th Illinois still on the left of the 81st Ohio, was almost entire, only one or two companies out skirmishing. A change of front, by the battalions of the 81st, was ordered, so as to face upon the Rome road. Hardly was this done, when the rebels advanced in force on the right battalion of the 81st Ohio, under Captain Hill, and were pressing it hard, when the center battalion, under Lieutenant-Colonel Adams, joined it, and checked the advance. The 12th Illinois was hurried forward to fill the gap now made between Colonel Adams and Major Evans, who, with the left battalion of the 81st, was ordered to hold that valley until further orders. Before the 12th got into position, the rebel line had so overlapped the right of the 81st Ohio, that it was forced to fall back a short distance, which was done in good order, and a new position taken. By this time, Major Evans perceived a line advancing upon him, and, relying on the tried gallantry of his command, without stopping to think how many were in his front, he ordered a charge. With a cheer the line moved forward like one man, stopping for no obstacles. Volley after volley went rattling and thundering through the rebel ranks, as the line kept advancing. By this time, the 12th got in position on our right, and a volley from them told the rebel generals that our commanders understood their business. Back, back, fell the rebels, and on sped the gallant Second Brigade. Even when the rebel line was passed, and their right overlapped our left, there was no pause; but two companies, quickly changing front, having advantage of position, drove them like sheep before them. * * * As it was now late, and the Second Brigade had driven the enemy in confusion, the order was given to withdraw it, and relieve the

whole division with the Fourth Division (General Veatch), which had just come up. * * Colonel Burke was in the front from the beginning. Early in the engagement a ball struck his left leg, shattering the bone. The Colonel rode up to Lieutenant-Colonel Adams, 21st Ohio, and quietly remarking that he was wounded, turned over the command to him, and rode away. His leg had to be amputated."

From the effects of this wound Colonel Burke died. He was a warm-hearted man, a gallant soldier, an approved and trusted commander, and was colonel of the 66th Illinois Infantry, and senior officer of the brigade.

The loss of the brigade at Rome Cross Roads was seventy-five—comparatively light, by reason of the enemy's fire being too high. After the engagement of the 16th of May, the pursuit of Johnston's army was resumed, the 12th, with its command, passing over the barren country toward Adairsville and Kingston, on roads diverging toward the west from the direct line pursued by the center, reaching the latter point on the 19th. On the 22d, McPherson's command—the right of Sherman's army—crossed the Etowah, and marched for Dallas by the Van Wert road. On the 24th, the command encamped at Van Wert, twenty miles southwest of Kingston. There the line of march was changed to the southeast, pointing toward Dallas, the county seat of Paulding County, about thirty miles northwest of Atlanta.

"At Dallas," says one who knew, "the enemy was encountered in such force that careful preparation was made to resist an onslaught, if such should be attempted. The army was formed in two lines, nearly parallel, each commanding, by its elevation and angles, every avenue of approach. The space between the lines, which varied as the distance from one crest to another increased or diminished, had been cleared of underbrush and the smaller trees, so that the view was uninterrupted. Intrenchments breast-high were thrown up, and artillery posted in sections at proper intervals. Skirmishers were in our immediate front, and the firing all along the line was vicious and incessant. Between the Fifteenth Corps on the right, and the Twentieth Corps to its left, was posted General Dodge's command (the Second and Fourth divisions of the Sixteenth Corps). Our brigade, comprising the 12th and 66th Illinois, and the 81st Ohio, was in reserve when orders were received to move to the front. It was about two o'clock in the afternoon of the 29th of May, 1864. It was rumored that there was to be a reconnaissance in force. We were 'to feel the enemy.' The 66th Illinois led the way; they were famous as sharpshooters, and armed with repeating rifles, as they were, no equal number of the enemy could withstand their advance. We passed through an opening in the second line, the 66th deployed as skirmishers at short intervals, went over the breastworks, halted inside the skirmish line, and awaited orders. The 81st Ohio, followed in line of battle. The 12th Illinois formed double column at half distance in rear of the 81st. The formation made the commanders of the right and left companies of the 12th the rear-most men of the column. Close by one of them stood a large tree, about the trunk of which were heaped the knapsacks and haversacks of which the men had disburdened themselves, and near the tree stood three officers, whose movements were anxiously awaited. They were Colonel August Mersey, of the 9th Illinois, Brigadier-General Thomas W. Sweeney, and Major General G. M. Thomas, respectively brigade, division and corps commanders. The line was somewhat curved at this point. The brigade was in position of two armies, and the eyes of thousands were fixed there."

"The enemy's works were on the crest of the opposite hills, and a few scattered guns distant. Our advance would be detected at once, and our position ultimately resisted. The commanding officer was given the order, in advance, a man, a word from whom, a dash at the enemy, would bring about instant and bloody conflict. The 66th alone was ordered forward, and they went with a rush, the crack of their rifles being heard in quick succession; the rebel skirmishers were driven inside their works, and we awaited the order to charge. At this moment, the tall form of an officer of the 66th was seen to rise to the front. 'Who is that?' called out Colonel Mersey. 'Colonel Burke,' was the reply. An exclamation of surprise was heard, and the sound of his highly esteemed an officer, at this moment the order which should have been almost a relief to the men, was the mockery far off to our

right swelled in volume, till it became a continuous and awful roar. An engagement had been precipitated at another part of the line, which seemed to preclude further demonstration by us. Our advance was recalled, and we lay on our arms to abide the event. As the afternoon wore away, the firing gradually slackened, and rumors reached us of an assault of the enemy on the Fifteenth Corps, which had been gallantly withstood. We were not long left in doubt. There came a mighty shout, which was borne nearer and nearer, and with it came the sound of bounding hoofs and clattering sabres, and, on a noble steed with flashing eyes and steaming nostrils, McPherson, hat in hand, his staff trying in vain to rival the speed of his chief, dashed toward us from the midst of conflict, his face ablaze with victory."

All through the 29th, heavy skirmishing was kept up; the Second Brigade, now commanded by Colonel August Mersey, forming Sweeney's first line of battle. At about eleven o'clock that night the enemy again attacked Sweeney's position.

"The bright flash of a musket to the right, and in front of our line, told of approaching danger. Almost instantly the whole picket line in front of Mersey's brigade was ablaze, and retiring before the advancing column. Scarcely had the pickets reached the works, before every man of the long sinuous line, which a moment before seemed wrapped in slumber, was up to his place, and the next moment the 81st Ohio and 12th Illinois poured a volley of death into the approaching column. A flash and a whiz was the reply. Our men now loaded and fired as rapidly as possible, while Welker poured an almost ceaseless fire from his four guns. * * * The night was dark, and a heavy air seemed to weigh down the sulphurous smoke, until the darkness was changed to grey, in which the dark figures of the men became visible—a sort of demon-looking set, engaged in a ghastly play with death. But it could not last long. The earth-works, together with the wild aiming of the rebels, gave us complete protection, while they were without any shield. Soon they renewed their attack at another place, then on Mersey again, and again to the right, until at three o'clock, when they recoiled from their last attack, they had made seven attempts to break our lines."*

In the gradual movement of Sherman's lines toward Allatoona, Mersey's brigade moved toward the left, on the night of May 31, relieving Davies's division. The following day all the line to the right was withdrawn, leaving Mersey's brigade as rear-guard for McPherson's whole command. The Confederates moved again into Dallas the same day, and their cavalry succeeded in gaining position in Mersey's rear; but, bending back his right, with the 12th Illinois deployed on his left as skirmishers, he succeeded in withdrawing his isolated brigade, receiving the congratulations of his commander for the skillful movement.

By the 1st of June, McPherson's whole command had moved to its left five miles, and occupied General Thomas's former position in front of New Hope Church. On the 4th, Johnston evacuated his position and retired to Kennesaw Mountain, where he successfully resisted assault; and active operations, other than constant skirmishing, were necessarily deferred for several weeks on account of the condition of the roads, which were nearly impassable from heavy rains.

In the attack on Little Kennesaw, June 27, the 12th was but slightly engaged, having but three men wounded. On the 1st of July, McPherson was ordered to advance toward the Chattahoochee River, and threaten Nickajack Creek and Turner's Ferry. The movement commenced on the following day, and the enemy immediately abandoned his works around Kennesaw, and retreated to the Chattahoochee, intrenching himself on the line of Nickajack Creek.

On the 4th, the 12th, with its corps, moved from Marietta, by the Sandtown road, to the Chattahoochee River, on the opposite bank of which batteries had been erected to oppose a crossing. Finding this impracticable, McPherson made a strong demonstration upon the enemy's left, and, shortly after nightfall, the lines

* Rebellion Record, vol. IX.

came into collision. The artillery practice at short range, to which a portion of the regiment was treated on the night of July 4, 1864, will not be forgotten by the survivors. A single shell caused a loss in Co. "A" of four men. Our generals had wisely abandoned the reckless policy of forcing the fighting where the enemy had, in this campaign, carefully prepared intrenchments in his favor, consequently it became necessary at times to keep his attention engaged, while the blow should be struck at a distant and unguarded point. Before day-break, on the morning of July 5, the main body of McPherson's command was withdrawn from the enemy's front and put in motion for Roswell, a village on the Chattahoochee River about twelve miles east of Marietta. This march to Roswell, via Marietta, tried the endurance of McPherson's troops to the utmost. It was made with all the speed possible. The day was hot, the dust was stifling, but the men stood it pretty well till one or two o'clock in the afternoon, when they began to succumb. The pace was kept up without intermission, the ranks being thinned by exhaustion more and more rapidly, till, when the grateful waters of the river appeared in sight at Roswell, regiments had dwindled to companies.

No time was to be lost, the opposite bank was to be gained, and the men waded into the wide but shallow stream,—floundering and falling among the moss-covered boulders, the hard-won crossing was made, and the men formed into line as fast as they arrived.

Before the long twilight had closed, nearly all the stragglers had crossed, and, from the commanding officer down, all breathed more freely that the important movement had been successfully completed. The enemy abandoned the line of the Chattahoochee, and retired to Atlanta. On the 13th, the remainder of the Army of the Tennessee joined the Sixteenth Corps at Roswell, where the troops enjoyed a few days of much needed rest.

On the 16th, the command marched from Roswell, and reached Decatur on the 19th, whence the advance to the works before Atlanta was continued on the line of the Decatur railroad,—General Dodge on its right, and Logan and Blair on its left. As the army closed in around the city, the gradual shortening of the lines threw Dodge a little in reserve; and at noon of the 22d he was ordered from his position, at the right of McPherson's line, to his extreme left, to occupy a hill to the southeast of Atlanta, which had been captured by Blair the evening before, and which gave the left a commanding position, overlooking the heart of the city. To reach this hill, the command was obliged to move diagonally, by a narrow wagon track, leading from the Decatur road through the woods toward the southwest. The division had halted, and the men were resting at ease, when, with scarcely a moment's warning, they were rushed into the midst of the battle of the 22d of July.

The rebel commander, on the preceding night, had evacuated an extended line of works, north and east of Atlanta, and, with a portion of his force, had occupied an interior and more strongly fortified line, leaving available for the attack which he meditated two corps, viz., his old command, still known as Hood's Corps, and Hardee's Corps. The latter, by a night march, had gained a position in rear of McPherson's left, and, by attacking simultaneously with Hood's Corps in front, was to envelop and overwhelm McPherson's command before Sherman could reinforce this wing. The plan was a bold one, and, but for the fact that General Dodge's command was at that moment, by a fortunate combination of circumstances, in the best possible

position to repel this most unexpected attack upon our rear, it might have been successful. Hardee's men were evidently taken aback by the presence of so strong a force; they expected little, if any, organized resistance, but at their very first onset encountered a line which had apparently been formed in anticipation of such an event. There was a fight, in which the Second Division, under the eyes of McPherson himself and his assembled generals, won its brightest laurels—the last fight, indeed, upon which McPherson ever looked, for, having seen the attack at this point repelled, he rode straight to his untimely death.

The line of the Fifteenth Corps having been broken at the intersection of the railroad leading from the east into Atlanta, General Logan sent for reinforcements. The messenger encountered General Sweeney, who, in General Dodge's absence, assumed the responsibility of detaching a portion of his division to General Logan's assistance. Colonel Mersey's brigade accordingly, under General Logan's personal guidance, moved rapidly from the scene of its recent conflict in a north-westerly direction, until the line of the railroad just mentioned was struck; then westwardly until within two hundred and fifty or three hundred yards of the works, then in possession of the enemy, when, by filing to the right, the brigade was brought into line, and with a rush it re-took the works. This timely success restored confidence and order; and when this eventful day drew to a close, the Army of the Tennessee was intact and the enemy foiled at every point. Colonel Mersey's brigade re-joined its division late that night, and when morning dawned, the 12th Illinois found itself occupying an angle of the works which projected boldly toward the city from the southeast. This position was held until it became clear that the advantages of position were too greatly in favor of the enemy to warrant further extension of our line in this direction.

On the night of the 26th, the Army of the Tennessee, General Logan commanding, abandoned its works, and made the circuit of the armies of Generals Thomas and Schofield, coming in on the right flank, where, on the 28th, near Ezra Church, it was again furiously assailed, with far less effect, however, than on the 22d.

The Macon railroad was finally seized and destroyed some days later, near Jonesboro', by temporarily abandoning the works in front of Atlanta and compelling the enemy to come out to defend his line of communications. Hood was again defeated, and the hard-fought campaign came to a close with the fall of Atlanta.

With its command, the 12th then went into camp at East Point, where, by order of General Howard, now commanding the Army of the Tennessee, it was transferred, September 26, 1864, Captain Robert Koehler, of Co. "D," commanding the regiment, to the Fourth (Adams's) Brigade. The Sixteenth Corps, consolidated with the Fifteenth, was placed under the command of General Osterhaus. General John M. Corse succeeded Sweeney in the command of the Second Division; and, it having been found that Hood was crossing the Chattahoochee, he was ordered to move to Rome with Adams's and Rice's brigades, there joining his Third Brigade (Rowett's), which formed the garrison of that post, and with his united force be ready to strike in whatever direction circumstances might demand. General Corse assumed command at Rome on the 29th of September. On the same day, a telegram was received from Sherman, intimating that Hood was crossing the Chattahoochee in the direction of Blue Mountain, and directing General Corse to watch for his appearance in,

or about, Cedartown, a few miles south of Rome. During the first days of October, the cavalry of the enemy destroyed the railroad near Big Shanty, captured a train near Ackworth, tore up the track three miles south of Allatoona, and was threatening Dalton. On the 4th of October, Sherman signaled to Corse, from Kenesaw, that Hood was moving on Allatoona, thence to Rome. From the Allatoona heights, large fires could be seen along the track toward Big Shanty, showing that Hood's army was near the line of the railroad north of Kenesaw. A second signal from Sherman directed Corse to move to Allatoona with his whole division. Not having sufficient transportation, Corse was obliged to send to Kingston for extra cars. These were thrown from the track in moving to Rome, and on the evening of the 4th, Corse was able to get but twenty-seven cars ready for his command. At half-past eight, he set out for Allatoona with a portion of the 12th, under Captain Koehler, and portions of four regiments of Howett's brigade. The force arrived at Allatoona at one o'clock on the morning of the 5th, and the train was immediately sent back to Rome for more troops; which, however, owing to an accident on the road, did not arrive until nine o'clock in the evening. The garrison of Allatoona consisted of the 4th Minnesota, 93d Illinois, a part of the 18th Wisconsin, and the 12th Wisconsin Battery—in all eight hundred and ninety men, commanded by Lieutenant-Colonel Tourtelotte. General Corse took with him, from Rome, detachments from the 39th Iowa, Lieutenant-Colonel Redfield; 7th Illinois, Lieutenant-Colonel Pewin; 12th Illinois, Captain Koehler; 50th Illinois, Lieutenant-Colonel Hanna; and 47th Illinois, Captain Vansteenburg—in all, one thousand and fifty-four men; making the total Union force at Allatoona, one thousand nine hundred and forty-four. The outposts were attacked by the enemy soon after the arrival of the reinforcements under Corse. At day-break, the troops were withdrawn from the town, and posted on the ridge divided by the railroad cut; the 12th Illinois, with the 4th Minnesota and 50th Illinois, being stationed east of the cut and in the rear of a redoubt commanding the railroad, which was held by troops under Lieutenant-Colonel Tourtelotte. On the opposite, or west, side of the railroad cut, stationed on the hills that covered the redoubt on that side, were the 7th Illinois and 39th Iowa. These troops were early attacked by Young's Texan Brigade, which advanced from the west, and were also threatened on the north by General Sears, who was rapidly driving in the Union skirmishers from that direction. Captain Koehler received orders to form his detachment of the 12th Illinois on the crest of the railroad cut, facing west, and to direct his fire upon the hill and ravine north of the opposite fort, where the 93d Illinois was posted, and which General Sears was driving from that position. The 12th occupied the position ordered for about thirty minutes, and by its fire broke Sears's attack on the force fighting on the west spur, on which he had charged after sweeping away the companies of the 93d Illinois. The 12th, while fighting on the east side of the cut, lost one officer and five men wounded. Receiving orders to throw his regiment across the railroad to the support of the troops holding the west fort, which was now assailed by the rebels, Captain Koehler moved into the cut and up the opposite hill, under a heavy and severe fire, which killed and wounded several of his men. On reaching the summit, he found the fort and rifle-pits so thickly occupied by other troops, that he was obliged to form his men without other shelter than that afforded by a small building used as quarters for a section ofartil-

lery. The men were cruelly exposed there; but soon after succeeded in gaining possession of the rifle-pits in front of the fort, this being now almost empty, as the other troops who had occupied it had sought shelter within the redoubt, where, also, a small portion of the 12th were placed for lack of room in the rifle-pits. The artillery of the little redoubt was silent, for want of ammunition, and it was now surrounded on north, south, and west—the enemy drawing nearer and nearer, filling every hollow of the rough ground, and, from the shelter of logs and stumps, pouring in a murderous fire within musket range of the fort. The engagement lasted until about four o'clock p. m. Every part of the poorly constructed rifle-pits was enfiladed by the incessant fire of the enemy, but the men of the 12th remained there until the rebels were repulsed, fighting with coolness, bravery and determination.

Officers and men alike executed all orders with prompt decision, regardless of danger and exposure. Five, out of seven, company officers were wounded, but remained at their posts, and, in spite of their suffering, encouraged and cheered on the men until the enemy finally fled in confusion, leaving the little band at the fort masters of the field, and Allatoona safe. The regiment lost ten killed and forty-seven wounded. At the close of the engagement the men left the rifle-pits, and that night bivouacked on the battle-field in front of the fort. It remained at Allatoona until the 7th of October, being assigned to the Third Brigade, until it could rejoin its own.

After the battle of Allatoona, the 12th returned to Rome, where it remained with its division until November 10, 1864. While at Rome, General Corse had the surplus stores, and the sick that had accumulated, removed to Nashville and Chattanooga, and on the 10th, having first destroyed the public storehouses, he evacuated the place, and with his command reached Atlanta on the evening of the 14th, for the march to the sea. For the purpose of making this great march, Sherman's army was divided into four wings; the right commanded by Major-General O. O. Howard, the left by Major-General H. W. Slocum. The 12th, with Corse's division of the Fifteenth Corps (General Osterhaus, which formed the right hand column of the right wing), marched from Whitehall on the 15th of November, and, together with its division, reached Savannah on the 12th of December, participating in the various engagements on the route. On the 17th, the regiment was detailed to guard the prisoners taken at Fort McAllister, by General Hazen's division of the Fifteenth Corps, and to take them to Hilton Head. On the night of the 20th, Hardee evacuated Savannah, and it was occupied immediately by Union troops. The 12th Illinois returned from Hilton Head to Savannah on the 10th of January, 1865, and on the 28th, started with the Fifteenth Corps, now commanded by Major-General John A. Logan, on the march for Goldsboro', N. C., a distance of over six hundred miles. Corse's division reached Goldsboro' March 24th, where it remained until April 10th, when Sherman started in pursuit of Johnston. The regiment entered Raleigh on the 14th of April, and the following day was stationed at Morrisville, where it remained until Johnston's surrender, April 26th. On the 29th, with Howard's corps, it marched northward by Lewisburg, Warrenton, Lawrenceville and Petersburg to Richmond, and thence to Washington, where it participated in the grand review, on the 24th of May. It left Washington June 6th, and proceeded to Louisville, Ky., where it was mustered out, July 10, 1865, and received its final discharge, on July 18th, at Camp Butler, Ill.

JOHN MCARTHUR, general manager of the Chicago & Vert Island Stone Company, was born in the county of Renfrew, Scotland, November 17, 1826, and is the son of John and Isabella (Nelson) McArthur. Being a bright and intelligent boy, and quickly mastering the branches of education taught in the schools of his native village, the parish minister desired to educate him for his own calling, but the boy preferred a more active career. Consequently, when he was fourteen years of age, he learned the trade of a blacksmith in his father's shop, and there worked until 1849, when he came to Chicago and engaged in business with Carlisle Mason, his brother-in-law, as a machinist and blacksmith, under the firm name of Mason & McArthur. From the first period of his residence in this city, Mr. McArthur took an engrossing interest in military matters, particularly in the local military companies. When the Chicago Highland Guards were organized, by Captain John McKay, in August, 1855, Mr. McArthur was chosen third lieutenant; the following year, he was made first lieutenant; and, in 1858, was elected captain, which position he held until the outbreak of the Rebellion—the company being one of the best in Chicago. In 1858, the firm of Mason & McArthur was dissolved, Mr. McArthur then commencing the manufacture of steam boilers, which business he continued for about three years. In 1861, he was elected lieutenant-colonel of the Washington Independent Regiment, of which the Highland Guards formed a part. At the formation of the 12th Illinois Infantry, in April, 1861, he was elected its colonel, and was with the regiment during its three months' campaign at Cairo and Caseyville; was again made colonel when the regiment re-enlisted for three years, and was soon after stationed at Paducah, Ky., with General E. A. Paine's command. During the latter part of 1861, he was acting as brigadier-general, and soon after the battle of Fort Donelson received his commission as brigadier-general, this distinction being for meritorious service in action. He was wounded in the first day's battle at Shiloh, a ball passing through his foot, which wound disabled him for more than a month. At Corinth, on October 3, 1862, his brigade was in the advance, and bore a most honorable part in the battle of the day. For meritorious service at the battle of Nashville, Tenn., he received his brevet as major-general, on the recommendation of General George H. Thomas, "for conspicuous gallantry and efficiency during the battle of December 15-16, 1864, before Nashville, Tenn." As such officer he was in command of a division in the Army of the Tennessee; and in this position, and in those which he had held prior thereto, he gained an enviable name and reputation, for personal bravery and his many admirable soldierly qualities. He was mustered out of service in September, 1865, when he returned to Chicago. He was Commissioner of Public Works from 1866 to 1872; after which he engaged in the foundry business on the North Side for several years. In December, 1872, he was appointed Postmaster of Chicago, which position he retained until March 10, 1877; when he engaged in the commission business, and remained there until 1882. He then organized the Chicago & Vert Island Stone Company, which was incorporated in the spring of 1883. Mr. McArthur was married, in May, 1848, to Miss Christina Cuthbertson, of Scotland. They have seven children—John, Cuthbert, Bessie, Ada, Arthur W., James N. and Walter S.

ARTHUR CHARLES DUCAT is one of the few military characters in Chicago who has ever kept alive his love for the profession, and has, up to a comparatively recent date, been actively engaged in the service of his country and his adopted State. He was born in Dublin, Ireland, February 24, 1830, being the youngest son of Mungo and Dorcas (Atkinson) Ducat. Early showing a special aptitude for scientific pursuits, he received a thorough education in the theoretical and practical details of his chosen profession—that of a civil engineer. In 1851, he came to Chicago, and readily found employment on several important railroads and public works. In 1857, as secretary and chief surveyor of the Board of Underwriters, he commenced the long and eminently successful career as an insurance man, which is properly detailed in the chapter devoted to that topic. In this position, he did good service in protecting the first fire engines of the city against the threatened attacks of many reckless members of the volunteer department, and was chiefly instrumental in drafting and passing the ordinance for the establishment of the paid fire department. For several years previous to the breaking out of the war, he had been studying, with ardor and perseverance, the principles of military science, mastering many of the leading works, and preparing himself for the conflict which all thoughtful men realized must come. Upon the firing on Fort Sumter, Mr. Ducat threw himself, heart and soul, into the service of his adopted country, and his previous training and forethought had peculiarly fitted him for playing a leading part. At first, he raised a corps of engineer soldiers, sappers and miners, whose services, however, were not accepted. Resigning his position on the Board of Underwriters, in April, 1861, he enlisted as a private in the 12th Illinois Volunteer Infantry, but was

shortly afterward promoted to the rank of lieutenant and adjutant, and subsequently to the captaincy of Co. "A." Accompanying General Charles F. Smith to Paducah, Ky., he was promoted to the rank of major. In recognition of merit and gallantry, exhibited in the battles of Fort Henry and Fort Donelson, he was advanced to the rank of lieutenant-colonel. He afterward participated in all the battles of General Grant's campaign, displaying rare ability, and distinguishing himself for brilliant and gallant conduct. In August, 1862, he was assigned to duty as senior officer on the staff of Major-General Ord, and participated in the battle of Iuka, and served as picket and outpost officer of the Army of the Tennessee. Upon General Rosecrans assuming command of the army, Lieutenant-Colonel Ducat became his inspector-general, in which capacity he served at the battle of Corinth. He also served at this time as senior aide-de-camp and chief of the grand guards and outposts, invariably winning the highest opinions for conspicuous bravery and ability. Later, when General Rosecrans took command of the Army of the Cumberland, he became his acting chief-of-staff and acting inspector-general, and subsequently was appointed inspector-general of the Army and Department of the Cumberland. It was while serving in this capacity that he formed and established the famous system of grand guard, outpost and picket duty, adopted by the Army of the Cumberland, and was author, also, of the bureau of the inspector-general's department, which systems, with very slight alterations, were adopted by the War Department at Washington, for the United States Army, and in the organization of the signal corps for the Army of the Cumberland, at Nashville. During the advance of the army from Bowling Green to Nashville, and the raising of the siege of the latter place, and the famous reorganization of the Fourteenth Army Corps, he acted as chief-of-staff as well as inspector-general, and was relieved as chief-of-staff by the lamented Garreshe, who was killed at the battle of Stone River; subsequently, the late President Garfield was appointed to the position, Ducat being appointed inspector-general of the army, it being the military bureau and a position which he seemed to court. General Ducat continued to hold his office of inspector-general, until his incapacity for duty, by disease, contracted in the service, required his resignation and withdrawal from the service. This enforced retirement drew forth many expressions of regret from the general officers, and others, who appreciated the genius and ability displayed in his efficient management of his several commands and of the inspector-general's department, and in the other important positions which he had filled in the service. He was then offered the position of brigadier-general in the Invalid Corps, but preferred to leave the service if he could not serve in the field. Some of the testimonials he received from generals like Grant, Thomas and Rosecrans, are especially noteworthy and distinguishing. In the spring of 1863, General Ducat was appointed inspector-general of the Army of the Cumberland, on the staff of Major-General Rosecrans, but failing health, on account of overwork and exposure, forced him to resign his position, which fact called forth the most unqualified official praise of his services from Generals Rosecrans, Thomas and Grant. Passing over his successful career in the insurance business during the succeeding eleven years, for the reason already referred to, it is found that, in June, 1875, General Ducat was entrusted by the Governor with the duty of reorganizing the State Militia, and the result was the basis of the present effective organization of regiments and battalions. The bill for the development of a State national guard, which passed in 1877, was also the product of his mind and labors, and Governor Cullom very properly appointed him major-general of the division, comprising three brigades. During the railroad riots of that year, General Ducat rendered the city invaluable service in suppressing those unlawful elements which threatened to make of Chicago a second Pittsburgh—handling his little army with such skill, all over the State, that no riot was permitted to gain headway anywhere in the State the rioters were met by the troops, and General Ducat proved himself as able an administrator as a general. In June, 1866, he resigned his position as major-general, and in July the Legislature abolished the office, leaving the brigade commanders to report direct to the adjutant-general of the State. Since then, General Ducat has devoted himself strictly to that business with which he has been prominently identified for so many years.

NINETEENTH ILLINOIS INFANTRY.

This was one of the ten regiments organized under the act of the State Legislature, passed at a special session, in April, 1861, and was known as the regiment from the State-at-large; it having been made up of companies from different parts of the state, which had been accepted by the Governor over and above the number necessary to complete the first six regiments

called for by the President. Although this was the case, and from its number and date of organization it would seem to have been a regiment organized on the second call, and the different companies only get a record from that date, still it is a fact that some of the companies possess a record antedating any company in the first six regiments, or in the whole Grand Volunteer Army of the Union. Co. "E" (Chicago Highland Guards) was an organized company in the State's service, dating its organization back to 1855. This company, on the fourteenth day of January, 1861, tendered its services to the Governor and to the State authorities, three months before Sumter was fired on; it was accepted, and on the 21st of April, 1861, was ordered to assemble in its army, and it remained there under orders till the 23d, when it was ordered to Springfield.* Cos. "A," "K" (Chicago Zouaves), and "D," were also organized before the call of the President (Co. "A," on March 22d), and were sent, on the 21st of April, by order of Governor Yates, to Cairo with the expedition under the command of General R. K. Swift, to secure that important point. While these companies were performing the duties assigned them, the first six regiments were organized at Camp Yates, but they were not enrolled in any of them. The 19th was mustered into the State service May 4, 1861, and remained at Camp Yates, Springfield, until June; when it was sent to Chicago, reorganized, and on the 17th of June, 1861, was mustered into the United States service for three years. On the 22d of the same month, John B. Turchin was appointed colonel of the regiment, the regimental roster being as follows:

Field and Staff: Colonel, John B. Turchin; Lieutenant-Colonel, Joseph R. Scott; Major, Frederick Harding; Adjutant, Chauncey Miller; Quartermaster, Robert W. Wetherell; Surgeon, Samuel C. Blake (who resigned in a few months, and was succeeded by Ros-

Joseph R. Scott

well G. Bogue); First Assistant-Surgeon, Preston H. Bailhache; Chaplain, Augustus H. Conant. Colonel Turchin was promoted brigadier-general July 17, 1862, and Lieutenant-Colonel Scott was promoted colonel, August 7, 1862. Alexander W. Raffan, Co. "E," was promoted lieutenant-colonel July 22, 1862, and James V. Guthrie, of Co. "C," was promoted major September 6, 1862, vice Frederick Harding, resigned.

Line Officers: Co. "A" (Chicago Zouaves), Captain, James R. Hayden; First Lieutenant, Clifton T. Wharton; Second Lieutenant, John C. Long, transferred to the Regular Army in 1862. Co. "B" (Elmira Rifles, Stark County), Captain, Charles A. Stewart; First Lieutenant, Stephen M. Hill; Second Lieutenant, Alexander Murchison, Jr. Co. "C" (Chicago Zouaves), Captain, James V. Guthrie; First Lieutenant, William Ennis; Second Lieutenant, Leaveans J. Keebler. Co. "D" (Chicago Light Infantry), Captain, Charles A. Colby; First Lieutenant, James R. Faulkner; Second Lieutenant, D. A. Cunningham. Co. "E" (Highland Guards), Captain, Alexander W. Raffan; First Lieutenant, David F. Bremner; Second Lieuten-

ant, John Young. Co. "F" (Cass County Guards), Captain, Luther L. Allard; First Lieutenant, Knowlton S. Chandler; Second Lieutenant, James G. Campbell. Co. "G," Captain, Charles D. C. Williams; First Lieutenant, Lyman Bridges; Second Lieutenant, Charles H. Roland. Co. "H" (Moline Rifles), Captain, Peach A. Garriot; First Lieutenant, DeWitt C. Marshall; Second Lieutenant, Alvah Mansur. Co. "I" (Anti-Beauregards, Galena), Captain, Bushrod B. Howard; First Lieutenant, Thaddeus G. Drum; Second Lieutenant, John R. Madison. Co. "K," (Chicago Zouaves), Captain, John H. Clybourn; First Lieutenant, Presley N. Guthrie; Second Lieutenant, Charles H. Shepley.

COLONEL JOHN B. TURCHIN (Ivan B. Turchinenoff), of the Nineteenth Regiment, was a Russian by birth, and became a student in the military school, at St. Petersburg, in his youth. After a thorough training there, he was made a lieutenant in the Russian Army, remaining in that position until promoted to the rank of captain. Being then selected as one of the *état-major*, or staff, he was sent back to school, where he remained three years longer. After perfecting himself theoretically in all branches of military art, he graduated with honor, and, on the opening of the Crimean war, was made first assistant to the engineer of the Grand Duke, afterward, Emperor Alexander. The defenses of the Finland coast were planned by him, and adopted by his government. During the war, he became disgusted with the tyranny and despotism of government as exercised in the army, and, having become somewhat democratic in his views, he obtained leave of absence for the purpose of visiting Germany. From Germany he came to America; adopted engineering as his profession, and at the time of his election to the colonelship of the 19th, was in the engineer department of the Illinois Central Railroad.

The 19th was especially and particularly a Chicago regiment, although some of the companies were from other parts of the State; and when, on the 12th of July, it became known that the regiment was ordered to move to the front, the camp was thronged with friends of the boys, anxious to bid them good-bye.

At four o'clock p. m., tents were struck, baggage and camp equipage packed, and at seven o'clock the regiment was drawn up in line, ready to march. At eight, led by Lieutenant-Colonel Scott, it wheeled into the densely crowded avenue and marched to the Lake Shore depot, where thousands were waiting to say the last farewell. It arrived at Quincy, Ill., on the 13th, and on the 14th, three companies, "F," "G," and "I," were moved to Quincy, under command of Major Harding. Co. "E" was detailed to guard the railroad bridge over Fabius River; Co. "C," the bridge over North River; the rest of the companies—"A," "B," "D," "H" and "K"—were sent to Hannibal, Mo., and thence to Palmyra, within forty-eight hours after leaving camp at Chicago. The regiment remained in that portion of Missouri, guarding railroads, scouting, and doing good service until the 27th of July, when it was ordered to St. Louis, and thence with General Fremont's expedition down the Mississippi River, landing at Bird's Point, Mo., opposite Cairo. It was immediately detailed for outpost duty, and moved to Norfolk, six miles down the river, the most advanced post of the Union Army. The duty required of the regiment there was very arduous, and was well done. It was there visited by Messrs. Hurd, Long and Hoyne, of Chicago, who, as a committee in behalf of the citizens, presented it with a stand of colors. It remained at Norfolk until the 14th, when it was withdrawn and sent to Pilot Knob, Mo., where it remained until the 29th of August, when it moved, with General Prentiss's column, against the rebels near Dallas. When near that point, the 19th

* This history of the regiment was submitted to, and approved by, the Veteran Club of the Regiment.

was put in the advance, and entered Dallas, but found no enemy. The march was continued to Jackson, where the troops halted. It remained there until the 8th of September, when it moved to Cape Girardeau, and thence by boat to Cairo, and encamped at Fort Holt, on the Kentucky shore, where it remained until the 16th of September, when it was ordered to Washington.



J. B. Turchin

This closed its connection with the armies in Missouri and on the Mississippi. During the two months it served in the Department, it traveled a distance of over two thousand miles, having been almost continuously on the move, either as a regiment or in detachments. On the 17th of September, the regiment took cars at Sandoval, on the Ohio & Mississippi Railroad, en route for Washington, but it was destined not to reach that point, as one of the trains, containing companies "E," "F," "G," and "I," broke through a bridge (No. 48), near Huron, Ind., killing Captain B. Howard, of Co. "I," and twenty-four enlisted men, and wounding Lieutenant Clifton F. Wharton, of Co. "A," and one hundred and five enlisted men, seven of whom died. Fortunately, Drs. Bogue and Bailhache, the regimental surgeons, and a staff-officer, were in the last car, and, escaping without injury, attended to the wounded. Captain Howard was for many years postmaster at Galena, a soldier in the Mexican War, and a most efficient and popular officer. The following is the list of the killed:

Masten Kelley, Co. "E," private; J. W. S. Babitt, Co. "F," corporal; Charles H. Valentine, Co. "F," musician; David Noble, Co. "G," private; Stephen C. Leabock, Charles M. Brastem and

Charles H. Calling, Co. "G," privates; Bushrod B. Howard, captain, Co. "I"; Samuel J. Clark, Jerry Ingraham and Albert H. Painter, Co. "I," corporals; Henry Bauas, Robert Bruce, Laurence Carroll, N. Connelly, William Frost, William Harwich, Jacob Coleman, John Brown, Henry Conner, John Douglas, Peter M. Fowler, William Ringer and Joseph Smith, privates, and Anton Raffner, musician, of Co. "I."

The engine was sent forward for assistance, and the first train, containing the remaining companies of the regiment, which had safely passed the bridge a few minutes before, was stopped about twelve miles beyond Huron, and sent back to the scene of the disaster. With Colonel Turchin, was his heroic and helpful wife, and the two were equal to a host in efficiency and usefulness. All through the night, the work of rescuing those yet alive from the wreck went on. Shortly before noon of the following day, a special train, containing one hundred and fifteen wounded, was started for Cincinnati. On arriving in that city, they were removed to the Marine Hospital, where every attention and care was bestowed upon them. The bodies of twenty-five killed were also taken to Cincinnati, and placed in vaults in Spring Grove Cemetery, whence they were taken to their former homes by their friends.

Colonel Turchin, in writing of the catastrophe and the criminal carelessness of the railroad companies, in allowing such frail structures to be used as caused the accident to his own command, said

"Our regiment, after the disaster on the night of the 17th of September, 1861, on the Ohio & Mississippi Railroad, at 'Bridge No. 48,' was entirely broken. Out of three companies that suffered most, hardly one company could be formed. One-third of the arms of those companies were entirely ruined, and knapsacks, blankets and accoutrements greatly damaged. One captain and twenty-four men were killed, and over one hundred men, including one lieutenant, wounded—of whom, perhaps, thirty or forty will not be fit for service. Out of three companies, one hundred and thirty men have left the ranks—a number hardly possible to be lost in the most severe battle. I am an old soldier, but never in my life have I felt so wretched as when I saw, by moonlight, my dear comrades on the miserable pile of rubbish, below agglomerated cars, and heard the groans of agony from the wounded."

Robert Brand, Esq., mayor of Galena, in a report to a meeting of the citizens of that city, relative to the accident, paid the following tribute to Colonel and Madame Turchin:

"This report would be incorrect were I to omit the names of Colonel Turchin and his heroic wife; to thank the colonel for his care and attention in providing for his soldiers, and the facilities he extended for the performance of my sad duties to the dead. To hear the wounded men speak of the heroic conduct of the brave Mrs. Turchin when the accident occurred; how, when the dead, dying and mutilated laid in one mass of ruin; when the bravest heart was appalled, and all was dismay, this brave woman was in the water, rescuing the mangled and wounded from a watery grave, and tearing from her person every available piece of clothing to use as bandages for the wounded, proves, beyond all question, that she is not only the right woman in the right place, but a fit consort for the brave Turchin in leading the gallant sons of Illinois to battle."

Her devotion to her husband's soldiers in their peril was such as is described above, and subsequently, during their long hours of suffering in the hospital, her care for the wounded men was that of a tender mother for her sons.

The regiment, on arriving at Cincinnati, was ordered into camp at Camp Dennison, to await orders, and, on the 23d, took boat for Louisville, where it arrived on the 25th, and was, on the same day, sent to Lebanon Junction, where it remained, guarding the Louisville & Nashville Railroad and Lebanon Branch Railroad, until October 22d, when it was moved to Elizabethtown. While in camp there, the regiment was thoroughly drilled, and became distinguished for its fine military

discipline. It also found leisure to devote itself somewhat to literature, a regimental paper, styled the "Zouave Gazette," being published during the months of October and November, 1861, in the office of the defunct "Elizabethtown Democrat." Several numbers of this paper are now in the possession of the Chicago Historical Society. October 30, 1861, was its first issue, and it notes that Dwight L. Moody visited the camp, on invitation of Chaplain A. H. Conant; the resignation of Lieutenant Cunningham, Co. "D," and Lieutenant Drum, Co. "I," on account of ill-health; and the promotion of First Lieutenant Charles H. Shepley to the captaincy of Co. "I."

The editors of the Gazette were William B. Redfield, formerly of the Chicago Evening Journal, and Lieutenant Lyman Bridges; publisher, Lieutenant William Quinton; printers, William J. Ramage, Co. "C"; J. H. Haynie, Co. "D"; T. H. Dawson, Co. "E"; and E. Archibald, Co. "H"; pressman, Charles H. Wright; and William H. Christian, printer's devil. In No. 3, is an acknowledgment of the reception of a splendid set of guide colors, presented to the regiment by Mrs. and the Misses Carney, of Chicago; also an account of an expedition to Big Springs, by a command under Major Harding, then provost marshal of Elizabethtown, and the capture of certain secessionists, arms, etc.

After the accident at "Bridge No. 48," Captain Hayden, of Co. "A," and Lieutenant Bridges, of Co. "G," returned to Chicago, and recruited to fill the ranks of the 19th.

From Elizabethtown, the regiment moved to Bacon Creek, Ky., where it was brigaded with the 18th Ohio, the 24th Illinois, and 37th Indiana, under command of Colonel Turchin. General Mitchel having been placed in command of the troops at Bacon Creek, there organized his famous Second Division, of which the Eighth Brigade was always the advance, and the 19th the advance of the brigade. The regiment remained there until the 10th of February, 1862, when the division moved to Green River, halting there until the 13th, when the order to move to Bowling Green was given, and the column moved forward, the 19th in the advance. It arrived in front of Bowling Green at three p. m., on the 14th, in time to exchange a few shots with the rear guard of the rebels, but too late to save the bridge across the Big Barren River, so that the troops could not cross at once. The men were allowed a few hours' rest, after which they were again in line. General Mitchel having determined to occupy the city that night, established a ferry some few miles below the town, to which point the troops were marched. The 19th was first to cross, and the first Union regiment in that stronghold of the confederacy. It remained at Bowling Green, as rear guard, and then moved on to Nashville, where it arrived on the 4th of March. Remained there until the 18th, and then moved to Murfreesboro', moving thence, April 5th, and arriving on the 6th at Shelbyville, and on the 9th at Fayetteville. On the 10th, it moved toward Huntsville, which it reached at about six o'clock a. m. The expedition was a complete success. Several rebel officers were captured at the hotels, and a large number of locomotives and cars were also taken by the victors.

There the regiment had one day's rest; when it was pushed west along the railroad to Decatur, which point the rebels evacuated on its approach. There Lieutenant-Colonel Scott resumed the command; and from thence it moved to Tusculumbia, Ala., using the cars to transport them to within fifteen miles of the town, and marching the rest of the way. The Eighth Brigade

halted about two miles from town; the 19th pushed on, and occupied it the same night, put out pickets, and bivouacked. On the night of the 21st, one of the picket-posts, held by Co. "C," under command of Captain James V. Guthrie, was attacked, and the outpost on the Iuka road, commanded by Sergeant A. Burns, driven in. The reserves made a stout defense, and held their ground until Colonel Scott arrived from town with reinforcements, and drove off the enemy. Co. "C's" loss was one man killed and two wounded.

While the regiment was at Tusculumbia, two companies, "E" and "F," under command of Captain Alexander W. Raffin, were left to guard some bridges on the railroad at, and near, Hillsboro' Station. Captain Raffin held Hillsboro' with Co. "E," with an outpost of twelve men of that company, under command of Lieutenant James G. Campbell, of Co. "F," at a railroad bridge two miles west of the station. On the night of the 21st, this outpost was attacked by a force of the enemy, some four hundred strong, and, after a brisk fight, was compelled to fall back toward Hillsboro'. The rebels fired the bridge; and would have destroyed it, had not Captain Raffin, hearing the firing, hastened to the aid of the guard with the rest of Co. "E." He arrived in time, drove off the rebels, and succeeded in extinguishing the fire and saving the bridge.

After remaining a week at Tusculumbia, the country around Decatur being evacuated, the regiment fell back toward Decatur. During this movement, an attack was made by a large force of rebel cavalry, who captured part of the wagon-train and some prisoners. The regiment then returned to Huntsville where it remained until the 13th of April. On that date, the 19th and 24th Illinois and the 37th Indiana were ordered to reinforce troops at Athens that had been attacked. Again the 19th was the advance guard, as it always was when a fight was anticipated. The column reached the town early next morning; but as the rebels had fallen back, it remained there as a part of the garrison until the 26th of May, when it was ordered to Fayetteville, Tenn., where it remained till the 2d of June. An expedition planned against Chattanooga, under command of General Negley—Turchin's Brigade having been appointed as a part of the force—left Fayetteville on the 2d of June, 1862. The 19th took no important part in the expedition until the 6th, when it was detached from the column, and sent across the mountains to Chattanooga, in front of which place it arrived at four p. m., having driven in all the enemy's scouts and pickets, capturing some of them. The regiment took a position about three-quarters of a mile from town, put out pickets, and prepared to hold the position. The rest of the forces were still some fifteen miles distant, and could not be up till noon of the next day, so that the position of the 19th was none of the safest.

The next day, General Negley arrived, and prepared to open the action. Two companies of the 19th, "A" and "G," commanded by Captains P. N. Guthrie and Lyman Bridges, were deployed as skirmishers in front of the water-batteries of the enemy, being supported by Cos. "E" and "D," under command of Lieutenants D. F. Bremner and W. A. Calhoun. About three o'clock p. m., the enemy opened fire on the skirmishers, keeping it up for nearly three hours, when the enemy's guns were silenced; the firing of the skirmishers being so correct that the rebel gunners dared not remain at their posts. At about seven o'clock, the line was recalled. The casualties of the 19th Illinois in this action were Corporal T. Hanley, of Co. "A," mortally wounded, and Sergeant T. M. Beatty and Theodore

Cole, severely wounded. Subsequently, July 21, the regiment was ordered to Huntsville, from which place the various companies were distributed along the Memphis & Charleston and the Tennessee & Alabama railroads, as guards. It performed this duty until the 26th of August, when it was ordered to Nashville, General Buell having decided to evacuate north Alabama. A part of the regiment arrived at Nashville on the 27th. The remainder were not relieved so soon, and were further delayed by the burning of two bridges by guerrillas, who made an attempt to capture one of the trains on which Cos. "A," "B," and details from other companies were being transported. The attack was made at Richland Creek by a strong force under Colonel Biddle, a noted guerrilla leader, who, to insure success, had burned the bridge in front and rear of the train and pulled the spikes out of some of the rails, so as to throw the train from the track, and then concealed themselves in a cornfield to await its arrival. They were successful so far as throwing the train from the track was concerned, but its capture was quite another thing. The instant the train ran off, the concealed rebels poured a volley into the cars, killing one and wounding seven or eight of the men, hoping thus to throw them into confusion. In this they did not succeed; for the boys, as soon as they found out what was the matter, and almost before an officer could give an order, were out of the cars, in line, and advancing on the rebels. This turn of things was unlooked for, and, although the enemy greatly outnumbered the boys, they ran into the woods and escaped, leaving two prisoners and some horses and equipments in the hands of the victors. Under direction of their officers, the men soon had the cars on the track again, but the bridges being burned, they could get no farther. On the next day, companies "C," "D," "E," "F," and "I," of the 19th, and General Negley, with troops from Columbia, arrived. The bridges were soon repaired, and on the 30th the whole force arrived at Nashville. About the same time a large force appeared in front of the stockade held by Co. "K," a few miles farther on the road to Nashville, and demanded its surrender. Lieutenant Bell, who was in command, refused to do so, and informed the rebels that if they wanted his post, to come and take it; which invitation they did not accept. On the 31st of August, the regiment was on the road for Murfreesboro', where it arrived September 1; and on the 5th of September was again at Nashville, where it remained, forming a part of the garrison, under the command of General Negley. Of constant hard duty, short rations, and short and sharp skirmishing, a full share fell to the 19th Illinois.

The army having returned to Nashville, and General Rosecrans having assumed command under the new organization, General Negley's division, to which the 19th belonged, was assigned to the center of the army, under command of General Thomas. On the 10th of December, it moved from Nashville and camped on the Franklin pike, about eight miles from Nashville. There, until the 26th of December, the time was passed in drilling and perfecting the men, and on that date, the whole army moved against the enemy at Murfreesboro', and on the night of the 29th, was in front of the rebel position. On the morning of the 30th of December, the regiment was deployed as skirmishers, and entered the cedars, to develop the position of the enemy. They were soon found, and driven back across the Wilkinson pike, some distance into the woods; but a force still held a strong position in a brick kiln, close to the pike, and annoyed the regiment very much. These

Colonel Scott determined to dislodge, and, with the reserve of the regiment, attacked the position and took it. The right of the skirmish line being too far advanced, it fell back to the pike, and held that line until relieved by McCook's troops, which came up and took position on the right of Negley. The 19th, being withdrawn from the skirmish line, returned to its position in the line, and was not engaged during the rest of the day.

On the morning of the 31st, the troops were early under arms, and Negley's division was about to advance, when all on the right was confusion and disorder. McCook had been attacked in flank, and was rapidly driven back towards Murfreesboro' pike, thus exposing the right flank of the center to the enemy. Negley's division quickly changed front, and for a while succeeded in checking the advance of the enemy; but, finally, overpowered, had to fall back to the edge of the cedars. They here made a brave stand, but again were forced to retire. There, the 19th Illinois performed an act of bravery and daring that should give it a high position in history. General Rosecrans had brought up the reserves, and, while forming them on the open ground between the pike and the cedars, it was necessary that the rebels should be checked, until his lines could be completed. The 19th Illinois, alone and single handed, remained in the cedars; and not only did they hold their position, but the gallant Scott advanced them still farther into the woods, where they remained almost half an hour, with the rebels in front and on both flanks. There, Captain Murchison was wounded, and Lieutenant Hunter, of Co. "B," Captain Garriot, of Co. "H," Lieutenant Bell, of Co. "K," and a host of brave men, fell, dead or wounded. Still they held their ground until General Rosecrans's lines were formed, and then retired in good order behind the new line of battle, leaving in dead and wounded one hundred and ten men—nearly thirty-three per cent. of the men engaged, Negley being held in reserve.

The 19th Illinois was not engaged again until the afternoon of the 2d of January, 1863, when, an attack on the left being anticipated, the division moved from the right, where it had been supporting McCook. At about three o'clock p. m., the rebels, under General Breckinridge, made a desperate assault on the left of the line, and, after a sharp fight, broke it, driving it back across Stone River, and for a few minutes, all seemed lost. Then the famous question, "Who will save the left?" was asked and answered; and bravely did the 19th do its part. Rosecrans ordered Negley's division to restore the line; at it they went, the 19th Illinois leading, and checked the rebels on the bank of the river. The 19th plunged into the river, crossed, re-formed, and, without waiting for the other regiments to cross, charged a rebel battery that was doing great mischief to our lines. On they went, and, under a withering fire, broke the rebel line, capturing four guns and a rebel flag. This check to the rebel assault decided the battle of Stone River; and to no regiment in the army was due more credit and honor than to the 19th Illinois. The regiment lost heavily in officers and men. The gallant Colonel Scott fell, mortally wounded, leading the final charge. Always impetuous and fearless, he was in advance of the line, a conspicuous mark for the enemy. The regiment had another brave officer to take his place—Lieutenant-Colonel Raffan; who immediately assumed command, and led on the regiment to final victory. Captain Chandler, of Co. "E," a brave and faithful officer, fell, shot through the head, immediately after crossing the river. Lieu-

tenant Wellington Wood, of Co. "H," also went down, mortally wounded, at the same time.

The following is a list of the killed and wounded :

Killed.—Ira A. Pease, corporal; Devillo L. Holmes and Thomas A. Moore, privates, Co. "A"; George Ryerson, corporal; Isaac L. Kenyon, Charles M. Leason, and J. C. Innes, privates, Co. "B"; Robert McCracken, corporal, Co. "D"; Knowlton F. Chandler, captain, and Samuel Griffin, private, Co. "F"; Jesse Maxwell, private, Co. "H"; John Tritaue, private, Co. "I"; Daniel W. Griffin, corporal, Co. "K."

Wounded.—Joseph R. Scott, colonel; James V. Guthrie, major. R. G. Sylvester, William H. Wildey, sergeants; Charles Kerr, corporal; R. P. Blanchard, J. H. Edgell, M. C. Kennedy, Chris. A. Mulvey, Joseph H. Slagle, Charles H. Tuthill, George Uttz, and Samuel Warden, privates, Co. "A"; Alexander Murchison, captain; John H. Hunter, second lieutenant; Thomas Robison, sergeant; J. L. Kennedy and H. B. Worth, corporals; George Dugan, Thomas Turnbull, George T. Sharrer, T. W. Oziah, Columbus Morgan, William Douglass, J. M. Leacox, and Walter Clark, privates, Co. "B"; Washington L. Wood, first lieutenant; Henry Sweezy and Delevan Craft, corporals; John Ivis, Webster Daniels, Peter Bourkwort, Charles Idair, Wilkins M. Battis, Frank Sequin and Edward McKeebe, privates, Co. "C"; Jonas Goldsmith, sergeant; Robert McCracken, Henry Clay Daggy, and William B. Taylor, corporals; John Tansey, Thomas Williard, Henry E. Carter, Jacob Bolls, Joseph Smith, Samuel Madden, James H. Haynie, Murray W. Smith, privates, Co. "D"; Peter F. Guthrie, Joseph C. Huntington, and Alexander McL. Frazier, corporals; John E. A. Stephens, David McArthur, John Hays, John G. P. Noble, Thomas C. Welsh, Thomas King, George Joel; Daniel McVeoy, and William Pattison, privates, Co. "E"; Abraham Hess, Christopher Moore, William Afand, and John Coleman, privates, Co. "F"; Peachy A. Garriott, captain; Wellington Wood, second lieutenant; Volney C. Johnson, sergeant; Sumner Harrington, William Hagerty, Lloyd B. Thomas, and John H. Snyder, corporals; Henri E. Wells, George F. Fleming, George B. Sicks, James W. Carson, John Benham, James F. Coleman, Josiah Suter, Metellus Stoughton, Charles G. Bates, and George Kerns, privates, Co. "H"; Henry Harms, Frank Hogan, Richard Doring, Joseph Matt, and Lyman M. Jones, privates, Co. "I"; V. Bradford Bell, second lieutenant; Sutherland H. Scadin, sergeant; J. Frank Russell, corporal; James C. Fullerton, Edgar M. Bullen, P. Smith, Robert Periolet, James A. Dwyer, Thomas Johnson, and Charles Kent, privates, Co. "K."

After the battle of Stone River, the regiment remained at Murfreesboro' with the army, doing picket duty and drilling; and to such perfection was it brought that it was acknowledged to be the best drilled regiment in the Army of the Cumberland. As a proof of this, the following incident may be related. At the close of a review and inspection of General Negley's division by General Rosecrans, General Negley ordered the 19th Illinois to move from the line, take position in front of the general commanding, and go through the manual of arms and bayonet drill. The men executed the various movements with the precision of clock-work; all the muskets moved as one, and all the hands rose and fell as if one will controlled them. Next came the bayonet drill; which they executed with so much perfection that General Rosecrans (who, during the manual of arms, had been riding up and down the line) dismounted, and walked along in front of the regiment, clapping his hands, and saying: "Good! good! Splendid! splendid! With fifty thousand such men, I could cut my way anywhere." After the drill was over, he complimented each company commander on the efficiency of his men. The general inspector, also, in his report, mentioned the 19th Illinois for their efficiency, cleanliness, and soldierly appearance, as an example for the army.

The regiment took part in the campaign against Tullahoma, and followed Bragg's retreating army to the foot of the mountains, but was not engaged, except in slight skirmishes, and suffered no loss, except the capture of one or two prisoners. The pursuit being over, it went into camp at Dechard, Tenn., where it

remained some time; marched thence to Cowen Station, thence over the mountains into the camp at Cave Springs, near Stevenson, Ala., where it remained until September 1, when it moved across the Tennessee River with the army, toward Chattanooga. Crossing the Raccoon or Sand Ridge into Lookout Valley, it marched, up and over Lookout Mountain, into McLamore's Cove, where it had a brisk skirmish with the enemy, but drove them off, and occupied the ground on the 10th of September. The whole division being over the mountain, it marched in the direction of LaFayette, Ga., advancing about three miles, when indications of the enemy caused a halt and formation in line of battle. The troops bivouacked that night in line of battle, no fires being allowed. Brisk skirmishing took place on the following day, in which the regiment participated. At about one o'clock, the whole line was withdrawn to David Cross Roads and formed a new line—Cos. "A" and "K" being advanced as skirmishers, and Co. "K" posted behind a stone wall, where it did splendid work in protecting the retreat of the old skirmish line, which had been left out to cover the withdrawal. As the skirmishers neared the wall, the boys of Co. "K" cried out to them to lie down, and they did so. On came the rebels, thinking to capture them. They were allowed to come almost up to the wall, when a volley from behind it scattered and drove them back. This position was held for a time, and then the whole force fell back to Bailey's Cross Roads, where it remained until joined by General McCook's troops, when it moved towards Chattanooga, and on the night of the 18th was at Crawfish Springs. On the 19th, the battle of Chickamauga opened, and at about four o'clock, p. m., the 19th Illinois got into action, and continued under fire until night. On the morning of the 20th, skirmishing began at daybreak. About eight o'clock a. m., Stanley's brigade was withdrawn from the line and moved to the left, at which point the battle was already raging. It reached its new position about ten o'clock a. m., just in time to meet a charge of the enemy, which it checked, and then, charging in turn, drove the Confederates in great disorder through the woods about half a mile, capturing General Adams and staff and a large number of prisoners; but not being supported they were unable to push their advantage farther. The enemy, being reinforced and supported by a battery, then forced the brigade back. It retired in good order, bringing all its prisoners and most of its wounded.

It was then placed in position, by General Thomas, on the ridge in the rear of its former position. In this charge, the 19th Illinois lost heavily in killed and wounded. It was about one o'clock p. m. when the brigade took its last position on the ridge.

Until this time, our army had been beaten and forced back at every point; but the Fourteenth Corps was now re-formed and posted along the ridge, to hold which was necessary for the safety of the army. Each man seemed to understand this, and all were resolved to die at their posts, but to never retreat therefrom. The first position assigned to the 19th Illinois was near some log-houses on the ridge. A breastwork of rails was quickly arranged, and behind this it awaited the onset. Nor did it wait long. On came the enemy, covering their advance with a shower of bullets; but to no purpose. They were hurled back. While the fight was the hottest, the log-houses took fire, and, being dry and very combustible, threw out such an intense heat as to scorch the clothing on the men at the works. But still they kept their place, and did not move until

the rebels were driven back. The regiment was then moved about one hundred yards farther to the right, where it remained for the rest of the day.

The rebels made several more desperate charges, but were each time driven off with great loss. At about four or five o'clock, they made their last assault; and at one time the flag of the enemy was planted on a portion of the works, about in front of Co. "K," which, however, still held its position, with its left exposed to a flank fire, and kept the enemy in check until a force was rallied strong enough to drive off the enemy. This was done by Captain D. F. Bremner, of Co. "E" of the 19th Illinois, and Lieutenant Carlin, of the 18th Ohio. Twice the regiment exhausted its ammunition, which was supplied the last time from the boxes of the killed, wounded, and prisoners. When the rebels fell back, there were but three cartridges to each man in the regiment. At about eight o'clock p. m., the 19th, with the rest of the army, fell back to Ross-ville, and bivouacked. On the 21st, the brigade was posted in Raville Gap, and held it against several attempts of the rebels to take possession of it, until about eleven p. m., when it fell back to Chattanooga.

Following is the list of killed and wounded at Chickamauga:

Co. "A": (killed) Privates Frederick W. Metcalf, Desire Clenewesck and Charles J. Warner; (missing) Joseph B. Clark, William H. Gilbert and Samuel Worden; (wounded) Henry Anderson. Co. "B": (wounded) Privates James G. Boardman and Charles Blackwell; (killed) Millard Jordan, Urban Coon and Arnold W. Kempen; (wounded) Sergeant Robert A. Turnbull. Co. "C": (killed) Sergeant Alexander Smirnov, and Privates John Taber and James Kelley; (missing) Augustus Topp and Miles Martin; (wounded) Sergeant Hiram D. Kellogg, and Corporal Joseph D. Dabue; Privates John Maude and Frank Pratt. Co. "D": (wounded) Corporal Charles K. Forbes; (missing) Privates Lewis Sandler, William Clifford and Elijah Terwellegger. Co. "E": (mortally wounded) Privates Matthew Anderson, Stephen Stanger and Timothy O. Sullivan; (missing) James Christian; Joseph P. Griswald, died at Andersonville prison. Co. "F": (killed) Corporal Andrew J. Boyner; (wounded) Sergeant John G. Russell; Privates James Myers, John Lindrey, William Walsh and Thomas A. Hamilton. Co. "H": (killed) Private Charles Lawrence; Sergeant John W. Deviney, Geo. Mead; Corporals John H. Snyder, John Mercer and John McKinzie; (wounded) Henry C. Maxham, Alonzo A. Hebbard and Calvin G. Brewster; (missing) Charles H. Wyckoff. Co. "I": (killed) Corporal John R. Barton; (wounded) William Gallows, Theodore Craige and Ruh Doering; (missing) Isaac Hewett. Co. "K": (killed) Thomas Pemberton; (wounded) Sergeants Joseph C. Johnson, John Stephens and Joseph D. McConnell; (wounded) John Gayer and Theodore Ferrars; (missing) Corporal Frank P. Sheppard, Henry Higginson, Theodore Anderson and Samuel H. Tinnerholm.

The whole army was put in position around Chattanooga, fortifications were thrown up, and every preparation made for defense. The army being reorganized, the regiment was assigned to King's brigade (Second), Johnson's division (First), Fourteenth Army Corps, General Palmer commanding, and, in common with the rest of the army, was busily engaged in throwing up earthworks and strengthening the defenses of the town, doing its share of picket and outpost duty until November 2d, when it left its camp for a position in front of Fort Negley, where it remained till the 25th, when it took its place in the line of battle, and moved forward to the assault of Mission Ridge.

In the battle fought on the 25th of November, 1863, one of the most glorious and decisive of the war, the 19th took a prominent part and earned an undying fame. The order to advance being given, the "Army of the Cumberland" moved out of the woods, in which they were formed, in line, and on, across the open field between the wood and the ridge. It was the sight of a lifetime—once seen, never to be forgotten. Away to

the left stretched a long line of blue, with glistening muskets and waving flags, moving onward, steady and irresistible, sweeping everything before it. The musketry of the Rebels at the foot of the ridge, the steady and unceasing fire of the artillery on the summit, had no ability to check or stop the line. Over the rifle-pits at the foot, up the side of the mountain, and over the rampart that crowned it, swept the triumphant army. The brave Corporal Patterson, of Co. "E," carrying one of the flags of the regiment goes down, shot through the brain; but the flag hardly reaches the ground, for another fearless soldier, Patrick McDonald, of Co. "K," seizes it, and waves it again in the face of the enemy. Almost at the same time, Sergeant George Steel, with the other flag, goes down, shot in two places (face and wrist), but John Brosnahan, of Co. "K," grasps it from the wounded sergeant, and rushes forward up the ridge. Soon Patrick McDonald goes down, shot in the thigh, when Captain D. F. Bremner takes the flag, bears it to the summit, and plants it—the first flag on the ridge on the right of Bragg's headquarters—receiving fourteen bullet holes through his clothing and having the flagstaff shot in two in his hand. He, together with Corporal Thomas G. Lawler, David McArthur, of Co. "E," John McCarthy, of Co. "K," Lieutenant D. Morehouse and Sergeant Rhea, of Co. "I," Sergeant Stanger, of Co. "D," and some other brave men of the 19th Illinois were the first Union soldiers on the summit of Mission Ridge from the line before mentioned. Joseph Schlayte carried the colors of another regiment (the color-bearer being shot), to the top of the ridge, and was severely wounded in the foot and had the flag staff shattered in his hands. The regiment also captured one piece of artillery, which afterwards was taken off by a regiment of Sheridan's division. The loss of the 19th Illinois in this battle was twenty-five killed and wounded, as follows:

Killed.—Corporal William Patterson, color-bearer, Co. "E"; and private Stephen Babit, Co. "I."

Wounded.—Captain D. F. Bremner and Lieutenant James W. Raffan, Co. "E" (slightly); Captain James G. Campbell, Co. "I" (severely); Lieutenant Lester G. Bangs, adjutant (right knee amputated); Alonzo J. Stickney, John L. Slagle, Henry Anderson, Springer Galley, George Miller, John McConchie and James Merrill, Co. "A" (seriously); George Gould and James McDonald, Co. "C" (mortally); Thomas Mahoney and John Reawik, Co. "D"; Sergeant George Slue, color-bearer; W. C. Fuller and John Man, Co. "E"; John Van Brunt, Ensley D. Babbitt and James F. Regan, Co. "I" (mortally); John P. Clay, Co. "H"; Leopold Henninger, Co. "I" and Patrick McDonald, Co. "K."

The regiment bivouacked on the field, and next day took part in the pursuit of the rebel army, arriving that night at Grayville, Ga., near which place it assisted in the capture of three pieces of artillery and some wagons and prisoners. In the morning it was again on the road, and, on its arrival at Ringgold, formed part of the line to be used in the support of the troops who were assaulting the rebels on Taylor Ridge, but did not participate in the action. The pursuit being abandoned, it returned to its camp at Chattanooga, where it passed the winter months, doing ordinary camp and guard duty until February 22, 1864, when a reconnaissance toward Dalton, Ga., again called the 19th Illinois to active duty. On the 23d, it was engaged in skirmishing at Tunnel Hill, where it lost one man killed—First Sergeant Jackson, of Co. "B," a brave and energetic soldier. On the afternoon of the 25th, the brigade was ordered to relieve General Morgan, who had been sharply engaged with the rebels in Buzzard-Roost Gap. The 19th Illinois and three battalions of regulars, under command of Lieutenant-Colonel Raffan of the 19th, formed the first line. The regiment was in line all

night, and at day-break the rebels opened a brisk fire, and during the day made repeated, but vain, attempts to drive it from its position. At night, the line was withdrawn, and the regiment moved to Tyner Station. Thence it moved to Grayville, Ga., where it remained until May 3, 1864, when it was transferred to the First Brigade, Third Division, Fourteenth Army Corps, Brigadier-General Turchin, commanding. Thus after two years it was again under command of its first colonel and first brigade commander.

On the 7th of May, it moved from its camp to do its part in the grand advance to Atlanta. It participated in the battle of Resaca, but lost no men in this action, nor in any of the subsequent movements. It performed faithfully all the duties assigned to it, advancing as far as Ackworth Station, Ga., from whence it was, on June 8, 1864, ordered to Chicago to be mustered out, its term of service being about to expire. It arrived in Chicago, June 17, and was, on July 9th, mustered out of service. It left Chicago July 12, 1861, over one thousand strong, and received, during its term of service, a large number of recruits; it returned, June 17, with less than five hundred men. How the regiment was regarded by its different brigade commanders is best told by one of them, Colonel Stanley, who in a letter to Governor Yates, paid the following high tribute to the bravery and efficiency of its officers and men. He says:

"At Stone River, at Chickamauga, in the short but severe engagement at Davis's Cross Roads, Ga., September 11—in all these, as in all other places where vigilance, courage and fortitude have been required—the 19th has done its whole duty. On September 20, in that terrible slaughter on the field of Chickamauga, first in that fearful charge, when with three small regiments (about eight hundred men in all) we drove and routed Adams's brigade of eleven hundred veterans and one of the best Confederate batteries, wounding and capturing their brigadier-general and covering the field with his slain, and then retired, unsupported and in order; afterward in the afternoon of the same day in the brilliant and successful defense of the hill from noon until night, repulsing successive charges of overwhelming numbers of the enemy, my brigade won again an imperishable fame. The 19th has done its whole duty—has borne its share of danger and toil, and come off the field with honor, if with lessened ranks. Quick and prompt in all their movements; ready, at the word of command; there is one thing in which few equal them, and that is, that in all their charges and defenses they remain intact—do not separate, but act all together, and hence efficiently.

"I desire, in this connection, especially to commend to your Excellency the commanding officer—Lieutenant-Colonel Raffin. Previous to his taking command, the regiment had been first led by the brave and accomplished Turchin; afterward by the no less brave and gallant Scott; hence his was a third place to fill, and it may be sufficient to say that he has sustained himself well. I have never seen his equal before the enemy. He or his regiment have never turned their backs on the foe without orders—have never in any case run away from the enemy.

Always when a charge has been ordered in which the 19th took part, the enemy have given way. "In the camp, on the march, on picket, skirmishing, fighting, *they can be relied on.*"

NINETEENTH MUSTER-OUT ROSTER.—Lieutenant-Colonel, Alexander W. Raffin; Major, James V. Guthrie; Surgeon, Roswell G. Bogue; Assistant Surgeon, Charles F. Little; Adjutant, Lester G. Bangs; Regimental-Quartermaster, Robert W. Wetherell; Sergeant-Major, McDowell; Quartermaster-Sergeant, Hyler A. Downs; Commissary-Sergeant, Hiram Bush; Hospital-Steward, Henry C. Mattison.

Co. "A": Captain, James R. Hayden; First Lieutenant, Clifton T. Wharton; Second Lieutenant, Thomas M. Beatty. Co. "B": Captain, Alexander Murchison; First Lieutenant, William Jackson; Second Lieutenant, John T. Thornton. Co. "C": Second Lieutenant, Cyrus E. Keith. Co. "D": Captain, William A. Cal-

houn; First Lieutenant, Oliver E. Eames. Co. "E": Captain, David F. Bremner; First Lieutenant, John Young; Second Lieutenant, James W. Raffin. Co. "F": Captain, James G. Campbell; First Lieutenant, Samuel L. Hamilton. Co. "H": First Lieutenant, John Dedrick. Co. "I": Captain, John Longhorn; First Lieutenant, William Quinton; Second Lieutenant, Dickinson B. Moorehouse. Co. "K": Captain, Presly N. Guthrie; First Lieutenant, Cornelius B. Lamberson; Second Lieutenant, B. Bradford Bell.

COLONEL JOSEPH R. SCOTT was elected colonel of the 19th Illinois Infantry, at the organization of the regiment, at Springfield, in May, 1861. Resigning in favor of Colonel John B. Turchin, he was elected lieutenant-colonel, and served in that position until Colonel Turchin's promotion to brigadier-general, July 17, 1862, when he was promoted colonel of the regiment, and commanded it until he received a fatal wound at the battle of Murfreesboro', January 2, 1863. He was born in Canada, but became a resident of Chicago while yet a youth. Through his own exertions and resolute perseverance, he acquired a more than ordinarily good education, with little aid from teachers or school. From his youth, he developed a peculiar fondness and capacity for military studies, which he brought into practical use, in Chicago, by organizing, in 1856—at which time he was a young clerk of about twenty years—a company of young men called the National Cadets. Two years later, this company was reorganized, by Colonel E. E. Ellsworth, as the United States Zouave Cadets, of which Ellsworth was the first commander and Scott the first lieutenant. When the Zouave Companies were reorganized in the spring of 1861, at the breaking out of the war, Scott was one of the first to offer his services to the Government, and at the formation of the Zouave regiment in Chicago, he was elected its commander. He accompanied the troops that composed General Swift's Cairo expedition, and with a company of his Zouaves, boarded two rebel steamers at that place, and seized a large quantity of arms and munitions of war. He led the 19th, as its colonel, in the advance on Bowling Green; the expedition under General Mitchel, when, as a part of Turchin's brigade, it was the first to enter Huntsville, Decatur and Tusculumbia; in the expedition under General Negley to Chattanooga; participated in all the marches and hardships of the regiment during the summer and fall of 1862; and finally led it through the bloody battle of Murfreesboro', and across Stone River on the 2d of January, 1863, to victory, but also to his death.

ELLSWORTH'S CHICAGO ZOUAVES.

UNITED STATES ZOUAVE CADETS was also the name of this organization, the germ of which was a company of young men, organized in Chicago, March 19, 1856, by Joseph R. Scott, and called the National Guard Cadets.* The original officers were: Captain, Joseph R. Scott; First Lieutenant, W. W. Lawton; Second Lieutenant, W. B. Smith; Third Lieutenant and Ensign, N. G. Vail. For some time this company had the reputation of being the best in the State; which is saying but very little, when it is considered to what perfection it attained, under the masterly command of Colonel Ellsworth. By the spring of 1859, however, the crude discipline maintained among the National Guard Cadets had so relaxed, that the organization was threatened with dissolution, having only about twenty members. Their uniforms were shabby, the company was deeply in debt, and in a demoralized condition generally. On the 27th of April, 1859, this relic of the National Guard Cadets was reorganized by Colonel Elmer E. Ellsworth, Assistant Paymaster-General of Illinois. He was then a young man, scarcely twenty-two years of age, full of military ardor and tenacity of purpose—brave, dashing, handsome and able. As is known to all Americans, he afterward became a National character, being the first commissioned officer of the United States to fall in defense of his country in the late war.

The debts of the old company were assumed; stringent rules were created, prohibiting members from

* The principal facts embodied in this sketch are taken from an address delivered by Colonel E. B. Knox, at a re-union of the Cadets.

entering drinking saloons or disreputable places while in uniform, under penalty of expulsion. A new uniform was adopted; consisting of light blue pants with buff stripe, dark blue frock coat with buff trimmings, cap of dark blue with red, white and blue pompon, and white cross-belts. A knapsack, with red blanket neatly rolled and strapped on top, completed the outfit of the "infantry uniform." The name of the company was changed to the "Cadets of the 60th Regiment." The armory was exchanged for more commodious quarters in Garrett Block, where Central Music Hall now stands. Three drills a week were instituted, and that earnest and persistent discipline commenced, which made the company the model Zouave organization of the United States, and one of the finest in the world. In less than a month, over fifty recruits were added to the membership. On the following 4th of July, after parading the streets, they gave an exhibition drill on Lake Street, in front of the Tremont House. This was the first introduction to a Chicago public of the Zouave drill, or, more properly speaking, the bayonet exercise movements in "double time," and the skirmish drill. The exhibition made a decided sensation and stirred the enthusiasm of the company to such a high pitch that they voted to change the name to the "United States Zouave Cadets," and adopt a new uniform. This consisted of a bright red chasseur cap with gold braid; light blue shirt with moire antique facings; dark blue jacket with orange and red trimmings; brass bell buttons, placed as close together as it was possible to put them, and within an inch of the border on both sides and around the neck; a red sash and loose red trousers; russet leather leggings, buttoned over the trousers, reaching from ankle half-way to knee; and white waist belt. The jacket did not button, was cut low in the neck, without collar. Easy fitting, high-laced shoes, with thick, broad soles were worn, all made after the same pattern.

The National Agricultural Association, which held its annual fair in Chicago, in September of that year, offered a prize of a beautiful stand of colors to the best drilled company in the country. Drills were resumed, notwithstanding the warm weather; and on the day fixed for the contest (September 15), the Zouaves entered the lists with sixty men, going through about the same evolutions as on the 4th of July previously, and were awarded the prize, as the "Champions of the United States." But one other contesting company, the "Highland Guards of Chicago," appeared on the ground, owing to the short notice given, and to its being the season of the year when drills were generally suspended. The honor, thus so easily won, was a questionable one, and therefore, five days later, a challenge was issued to any company of the militia or regular army of the United States or Canada—the company agreeing to pay the expenses of any successful competitor who should wish to make the contest in Chicago and also to make a tour of the United States in order to give other companies a chance to contest for the stand of colors. On the 10th of October, the Zouaves participated in the opening of the Chicago & North-Western Railway, as guests of the company. At Fond du Lac, by special request they gave an exhibition drill. On the return train, the Zouaves were presented with a bouquet composed of over three hundred pieces of ribbon, clipped from the hats of the lady excursionists, as a memento of the trip. It was afterward mounted on a silver pedestal and occupied a conspicuous place in the Armory. A "return excursion" by the people of Wisconsin was undertaken, and extensive arrangements

were made by the citizens and Zouaves for their reception and entertainment in Chicago; but all these plans were frustrated by a terrible accident which happened to the excursion train when near Watertown, Wis., in which eleven persons were killed and twenty-eight wounded. Of course, all thoughts of continuing the excursion were abandoned.

During the next three months the company added a gymnasium to the other attractions of the armory, and which occupied the north end of their commodious drill hall. By January, 1860, they had so increased in efficiency and strength, that Governor William H. Bissell appointed them the "Governor's Guard of Illinois"; and, sad to say, on the 14th of the following March they were called to Springfield and assigned the "post of honor" at his funeral. About this time (January, 1860), the Zouaves adopted the "Golden Resolutions," as they were called by a Chicago paper, which added so much to their fame throughout the country. They bound the members, upon pain of expulsion, and publication of offense and offender's name, to keep away from gambling, drinking or billiard saloons and houses of ill-fame. Under the earnestness and firmness of Colonel Ellsworth, all opposition to the rules melted away, and each member promised to maintain them, and the United States Zouave Cadets soon became known from Maine to Georgia as a company of strictly disciplined, bright, hardy, temperate and moral gentlemen.

On February 2, 1860, active preparations for the contemplated summer tour of the United States commenced. So enthusiastic were the young men that they resolved to sacrifice all evening calls upon friends, all parties, visits to the theatre, etc., until June 20, and drill every night, except Sunday, from seven to eleven o'clock. If the boys were well enough to be out of bed, and imperative business did not prevent, they were required to be at the Armory, or run the risk of being arrested and brought there in disgrace. A system of fines for inattention or carelessness during drill was adopted. The slightest error or irregularity seldom escaped the vigilant eye of the commander, and woe to the delinquent when detected; for the fine was generally accompanied by a reprimand, couched in language more forcible than elegant. Occasionally the culprit was ordered to the wall, and there, facing it, compelled to exercise himself in the manual of arms for half an hour or so. Those unable to drill were required to seat themselves on a settee provided for the purpose, and pay strict attention to the movements of the others. When the company rested, they were allowed to talk; when they "broke ranks" they were permitted to leave their seats, but were required to resume them again when the command "Fall in" was given. The occupants of this settee were dubbed "The Sore-toe Squad," and were the unhappy victims of many a joke from the wags of the company. Many a poor sick fellow has been known to drag himself through three hours of hard drill rather than occupy the "pillory," as the settee was called. After drilling an hour and a half, arms were stacked, and the company marched to the supper-room, where hot coffee and sandwiches were served. At nine o'clock, drill was resumed, and continued until 10:30 p. m. At all drills the fatigue uniform and knapsack were worn. To insure the greatest uniformity possible, the men's hair was cut alike, and mustaches and goatees allowed to grow. Some half-a-dozen, who were unable to comply fully with this regulation, were placed in the rear rank, and many jokes were cracked at their expense. A part of the drill also consisted in jumping horizontal bars, climbing ladders hand over

hand, etc. Subscriptions toward defraying the expenses of the eastern tour came in slowly, and, in consequence of this, and the death of Colonel Ellsworth's brother, the date fixed for leaving Chicago was changed from June 20 to July 2. In fact, it required all the tact and persuasive powers of Ellsworth to keep the men from giving up entirely. During the entire month of June, the men slept in the Armory—first on camp-cots and then on the floor.

At length the long looked-for day of departure, July 2, arrived. No one was allowed to take any citizen's clothing. Before leaving the Armory for the cars, Ellsworth formed the company in a circle, and, standing in the center, delivered a stirring speech, concluding with these words:

"By the Eternal! The first man who violates his pledge while on the tour shall be expelled forthwith, stripped of his uniform, and sent back to Chicago in disgrace. So help me God!"

This resolve he had occasion very soon to put into execution. The company, numbering fifty-one officers and men, the "Light Guard" band (fifteen men), and five servants, made a street parade through several of the business thoroughfares, escorted by the "Light Guard" and "Highland Guards," to the depot, and amid the cheers of the military and citizens, and the booming of artillery, they entered the cars, and the journey was begun. The names of those who made the tour were: Captain, Elmer E. Ellsworth; Second Lieutenant, H. Dwight Laflin; Surgeon, Charles A. DeVillers; Commissary, Joseph R. Scott; Paymaster, James B. Taylor; First Sergeant, James R. Hayden; Second Sergeant, Edward B. Knox; Quartermaster-Sergeant, Robert W. Wetherell; Color-Sergeant, Benjamin B. Botsford; Privates, Fred J. Abby, Gerritt V. S. Aiken, Merritt P. Batchelor, John A. Baldwin, William Behrend, Augustus A. Bice, Samuel S. Boone, Edwin L. Brand, Joseph C. Barclay, James A. Clybourn, Harry H. Hall, George W. Fruin, Louis B. Hand, Charles H. Hosmer, William Inness, Louis L. James, Ransom Kennicott, Lucius S. Larrabee, John C. Long, Waters W. McChesney, Samuel J. Nathans, William M. Olcott, Charles C. Phillips, Robert D. Ross, B. Frank Rogers, Clement Sutterly, Charles Scott, Jr., Charles W. Smith, Charles C. Smith, Edwin M. Coates, Freeman Conner, William H. Cutler, William N. Danks, James M. DeWitt, George H. Fergus, Charles H. Shepley, Ira G. True, Smith B. VanBuren, Harry S. Wade, Sidney P. Walker and Frank E. Yates.

From lack of space, a narrative in detail can not here be given of the eastern tour, during which the Zouaves visited Adrian and Detroit, Mich., Cleveland, Ohio, Niagara Falls, Rochester, Syracuse, Utica, Troy, Albany, West Point, N. Y., New York City, Boston, Philadelphia, Baltimore, Pittsburgh, Cincinnati, St. Louis, Mo., Springfield, Ill., Washington, D. C., Salem and Charlestown, Mass. At all these places, especially at the National metropolis, they were feted and praised in the most unstinted terms, so that when they left Springfield, Ill., for Chicago, on August 14, they were the most prominent and popular military organization in the United States. During the tour they had received many presents, such as fatigue-caps, epaulets, swords, plumes, cartridge-boxes, badges, buttons, ladies' gloves, handkerchiefs, ribbons, fans, and even jewelry. Before leaving Springfield, these articles were taken from the baggage, and fastened to the knapsacks and uniforms, giving the company a very singular appearance. It resembled nothing more than a traveling variety store or bedecked Christmas tree.

Arriving at Chicago, the victors were awarded a grand ovation, which was participated in by all the local militia, the political torchlight clubs, and the Fire Department. Their reception at the "Wigwam" was warm. With enthusiastic pride, Mayor Wentworth delivered the congratulatory speech. In behalf of his command, Colonel Ellsworth fitly responded to these public marks of favor, after which the company executed a few of their famous movements, and proceeded to the Briggs House to partake of the elegant banquet there spread for them. This terminated the tour of nearly four thousand miles, extending over a period of forty-three days, the longest ever made, before or since, by any militia organization in this country. Not only had the precision, strength and grace of their movements won for them a national reputation, but their uniform had so captivated the public taste that, while in æsthetic Boston, an enterprising dress-maker had captured one of the Zouaves long enough to take a pattern of his jacket. This she fashioned into a lady's Zouave jacket, which became very fashionable among the élite.

Shortly after their return to Chicago, at the earnest request of her citizens, the Zouaves gave an exhibition drill at the "Wigwam," for the benefit of the Home for the Friendless. This was their last appearance as an organization.

In October, 1860, the company disbanded, and a "skeleton regiment," called the First Regiment Light Infantry, was formed, as had previously been proposed by Colonel Ellsworth. His plan, which was to have a full complement of field, staff and line officers for a regiment of ten companies, was only partially carried out, owing to his frequent absences, in the pursuit of his law studies with Abraham Lincoln, at Springfield.

Early in the spring of 1861, Co. "A," Chicago Zouaves, consisting of members of the old Zouave Cadets, was organized by James R. Hayden, its organization being completed March 21, with the following officers:

Captain, James R. Hayden; First Lieutenant, John H. Clybourn; Orderly Sergeant, Robert W. Wetherell; Second Sergeant, James M. DeWitt; Third Sergeant, Charles H. Hosmer; Fourth Sergeant, Robert D. Ross; President, Chauncey Miller; Secretary, Ira G. True; Treasurer, A. B. Hatch.

The company, when organized, numbered seventy, and the exciting events soon following, caused the ranks of the Zouaves to rapidly fill up. By the middle of April, they had three hundred names enrolled, and other companies formed, of which Co. "B" was under the command of Captain John H. Clybourn, and all under Captain Joseph R. Scott.

These companies offered their services to Government at the breaking out of the war, and accompanied General Swift, on his Cairo expedition, April 21, 1861. On arriving at Big Muddy bridge, a long wooden structure over the Big Muddy River, on the Illinois Central Railroad, at Carbondale, fifty-seven miles north-east of Cairo, where secession influence was reported to be strong, Captain Hayden, of Co. "A," and Lieutenant Guthrie, of Co. "B," with their commands, and a section of artillery, under Lieutenant Willard, were detailed to remain and guard the bridge. The remainder of General Swift's command proceeded to Cairo, where the Zouaves remained, doing good service, until May 2, when Cos. "A" and "B" returned to Springfield, to join a regiment organizing there.

While in Cairo, the Zouaves, commanded by Captain Scott, and a section of Chicago Light Artillery, under Captain Smith, boarded the secession steamers, "C. E. Hillman" and "John D. Perry," as they neared

Cairo, carrying arms and ammunition from St. Louis to Memphis, and confiscated their cargo. The boats were run ashore at Bird's Point, opposite Cairo, deserted by officers and crew, and brought by Captain Scott to Cairo. The companies of Captains Hayden and Clybourn arrived at Springfield too late to join either of the regiments formed under the first call of Government, and were mustered out of service, receiving one



E. E. Ellsworth

month's pay from the State. A regiment was formed the following month, under the "ten-regiment bill," called the "Regiment of the State-at-large," and sometimes the "Chicago Regiment." This afterward became the 19th Illinois Infantry, but, under the original organization at Springfield, in May, 1861, Joseph R. Scott was elected colonel of the regiment. It had, when ordered into camp, at Camp Long (named in honor of ex-Alderman James Long), on Cottage Grove Avenue, four Zouave companies, as follows:

Co. "A," Captain James R. Hayden; Co. "B," Captain John H. Clybourn; Co. "C," Captain William Innis; Co. "D," Captain James V. Guthrie.

Captain J. H. Clybourn's company was changed to Co. "K." He resigned his command in June, for the purpose of raising a Zouave regiment, to be called the "Lyon Zouaves," in honor of General Nathaniel Lyon, killed at Wilson's Creek, Mo. Captain Clybourn was succeed by Presly N. Guthrie. The further history of these Zouave companies is included in that of the 19th Illinois Infantry.

Colonel E. Ellsworth, who was in Washington when the first call for troops was made, hastened to New

York City, and organized a regiment from the Fire Department, of which he was appointed colonel—the 11th New York Infantry. Six of his old company joined him there, and were appointed first lieutenants; seven held office in the 19th Illinois Volunteers; five in the 44th New York State Volunteers, and six in the United States Army. Nearly every member of the "Old Zouaves" held commissions during the war, and were scattered through the regiments of a dozen States. Two were in the Confederate army. Members of the company, during the war, served as officers in three batteries of artillery, four regiments of cavalry, twenty-six regiments of infantry, and in the Quartermaster's Department and Signal Corps.

In conclusion, it may be of interest to briefly trace the career of the principal officers of the company who participated in the eastern tour:

COLONEL ELMER E. ELLSWORTH, soon after his return to Chicago, went to Springfield, to study law with Mr. Lincoln and to secure his co-operation in carrying out the great idea, which he hoped to spend a life-time in perfecting into a system, viz., the founding of a National Militia Bureau. Then and there began that warm friendship, unfortunately of short duration, so unaffectedly evinced by President Lincoln upon the occasion of the young officer's sad and untimely death. After having taken part in the presidential canvass with vigor and ability, he accompanied the President-elect and his party to Washington, being charged with his safe conduct. Upon the breaking out of the Rebellion, he went to New York City, where he organized the 11th New York Volunteers (Fire Zouaves). He and his command were mustered into service at Washington, May 7, 1861, the first regiment sworn in for the war. On May 24, they were transported by two steamers to Alexandria, Va. There, as is well known, Colonel Ellsworth was shot while attempting to haul down a rebel flag.

SURGEON CHARLES A. DEVILLERS, formerly an assistant surgeon of the French army service, in Algiers, a Frenchman and an accomplished swordsman, had done much to perfect young Ellsworth in the manly use of his favorite arms. He was subsequently appointed colonel of an Ohio regiment.

JOSEPH R. SCOTT, who served during the trip as commissary, was afterward elected colonel of the 19th Illinois Infantry, resigned in favor of Colonel Turchin, and accepted the lieutenant-colonelcy. After the promotion of the latter, he became colonel. He was killed at the battle of Stone River, January 2, 1863.

PAYMASTER JAMES B. TAYLOR afterward became connected with the 11th Massachusetts Regiment.

FIRST SERGEANT JAMES R. HAYDEN became captain of Co. "A," 19th Illinois Infantry, and is now in the government service, at Olympia, W. T.

SECOND SERGEANT EDWARD B. KNOX became first lieutenant of Ellsworth's Fire Zouaves, accompanied the regiment to Alexandria, served with credit through the war, and has been a resident of this city since 1870.

QUARTERMASTER SERGEANT ROBERT W. WETHERELL served in the same capacity in the 19th Illinois Infantry.

TWENTY-THIRD ILLINOIS INFANTRY.

IRISH BRIGADE.—On April 20, 1861, the following call was published in the Chicago newspapers:

"Rally! All Irishmen in favor of forming a regiment of Irish volunteers to sustain the Government of the United States in and through the present war, will rally at North Market Hall, this evening (April 20th), at seven and one-half o'clock. Come all. For the honor of the Old Land, Rally! Rally for the defense of the New! (Signed), James A. Mulligan, Aldermen Comiskey and M. C. McDonald; Captains M. Gleason, C. Moore, J. C. Phillips, Daniel Quirk, F. McMurray, Peter Casey; Citizens, Daniel McElroy, John Tully, Philip Conley, T. J. Kinsella."

There were already several organized Irish companies in Chicago—the Montgomery Guards, Emmet Guards and Shields' Guards—and the patriotic Irish citizens of Chicago did indeed rally at the call.

The meeting on the 20th was addressed by Colonel Mulligan and others, and the enrollment list was then opened. In an hour and a half three hundred and twenty-five names were signed, recruiting officers ap-



COLONEL MULLIGAN AND STAFF.

pointed, and T. J. Kinsella, P. Conley and D. Quirk appointed a committee to procure equipments. Reports of the meeting speedily reached neighboring towns, offers of companies from abroad were as speedily returned, and in a week twelve hundred Irishmen had tendered their services to the country as enrolled members of the "Irish Brigade."

When it was found that the regiment could not be accepted under the first or second calls of Government for troops, a meeting was held, at which nearly every member of the organization was present, and it was resolved not to disband, but to go on and perfect the equipment and drill of the regiment, and offer it to the War Department, as an independent regiment, for the war. Colonel Mulligan was sent to Washington to urge its claims to acceptance, and accomplished his mission on the 17th of May, the "Irish Brigade" being the first independent Illinois regiment accepted by the War Department.

On the return of Colonel Mulligan from Washington, a brick structure on Polk Street, known as "Kane's Brewery," was secured and occupied as barracks by the regiment, under the name of "Fontenoy Barracks." The "Irish Brigade" was mustered into the United States service by Captain T. G. Pitcher, U. S. A., as the 23d Illinois Infantry, June 15, 1861, under the following officers:

Field and Staff (All of Chicago).—Colonel, James A. Mulligan; Lieutenant-Colonel, James Quirk; Major, Charles E. Moore;

Faithfully
J. A. Mulligan

Adjutant, James F. Cosgrove; Quartermaster, Quin Morton; Surgeon, William D. Winer; Chaplain, Thaddeus J. Butler.*

Line Officers.—Co. "A" (Detroit Jackson Guards): Captain, John McDermott; First Lieutenant, Patrick J. McDermott; Second Lieutenant, John H. Daley. Co. "B" (Montgomery Guards, Chicago): Captain, Michael Gleason; First Lieutenant, Daniel W. Quirk; Second Lieutenant, Edward Murray. Co. "C" (Chicago Jackson Guards): Captain, Francis McMurray; First Lieutenant, Patrick Higgins; Second Lieutenant, Robert Adams. Co. "D" (Earl Rifles, Earlville): Captain, Samuel Simison; First Lieutenant, Thomas McClure; Second Lieutenant, James E. Hudson. Co. "E" (Ogden Rifles, Morris): Captain, Franklin K. Hulburt; First Lieutenant, George D. Kellogg; Second Lieutenant, Henry Pease. Co. "F" (Douglas Guards, LaSalle County): Captain, David P. Moriarty; First Lieutenant, Lawrence Collins; Second Lieutenant, Patrick O'Kane. Co. "G" (O'Mahoney Rifles, Chicago): Captain, John C. Phillips; First Lieutenant, John A. Hines; Second Lieutenant, Martin Wallace. Co. "H" (Ottawa City Guards): Captain, Charles Coffey; First Lieutenant, Thomas Hickey; Second Lieutenant, Thomas J. Ray. Co. "I" (Shields' Guards ("A"), Chicago): Captain, James Fitzgerald; First Lieutenant, Timothy L. Shanley; Second Lieutenant, Patrick J. Ryan. Co. "K" (Shields' Guards ("B"), Chicago): Captain, Daniel Quirk; First Lieutenant, James H. Lane; Second Lieutenant, Owen Cunningham.

On July 14, the regiment received orders to report at St. Louis, and left Chicago that day to proceed to its destination, via Quincy, Ill.

It then mustered nine hundred and thirty-seven men, of whose appearance, as they left the city, the

Chicago Tribune, of that date, indignantly remarks that

"Hard usage had made their single military suit look quite unlike freshness," and that "although in material the men are a credit to any section they are in outfit a disgrace to Chicago, as a city; Cook, as a county, and Illinois, as a state."

On arriving at St. Louis, the regiment was thoroughly armed and equipped, at the Arsenal, and on the 23d of July, it was ordered to Jefferson City, Mo., to protect the Legislature, then in session.

Francis McMurray, captain of Co. "C" (Chicago Jackson Guards), died at Jefferson City, August 2, 1861, and Second Lieutenant Robert Adams, of Chicago, was promoted captain in his place. Captain McMurray was an experienced officer, who had served in the Mexican War. He abandoned a lucrative law practice in Chicago to serve his country, and, for several weeks, from his private means, subsisted the company which he raised.

The "Irish Brigade" remained at Jefferson City until the last of August, its ranks increasing by daily enlistments, until at that time it numbered one thousand one hundred and thirty-five infantry, one hundred and thirty-three cavalry, and seventy-six artillerymen. A Jefferson City correspondent of the Missouri Democrat thus describes the brigade, and its surroundings, at that time:

"Stationed on a commanding breezy hill, with the town and the country at the will of their field-guns, and surrounded by broad, smooth parade grounds, are the gleaming tents of the gallant 'Irish Brigade,' under Colonel Mulligan.

"They present a beautiful appearance, with the stars and the green flag waving over the white encampment. It is a regiment of bold, disciplined and willing men, who, upon occasion, will make themselves rivals of the famed 69th. Their officers are gentlemen of large experience, education and courage. * * The brigade seems to be the favorite of the town, and its officers are courted by the first circles. Well they may be, for one rarely meets such gallant gentlemen as Captains Moriarty, Phillips, Quirk, Simison and Pease. Adjutant Cosgrove's breast blazes with medals—for all the leading Crimean engagements. Lieutenant-Colonel Quirk is an accomplished tactician, and Major Moore his worthy rival in the art. The Colonel, who has gathered about him this capital display of art and arms, is a young, cool, daring officer, possessing the respect and confidence of his men in an unusual degree."

On the last day of August, the "Irish Brigade" was ordered by General Fremont to proceed to Lexington, one hundred and sixty miles up the Missouri River, to reinforce the troops already stationed at that place under Colonel Peabody, which consisted of several hundred Home Guards, a portion of the 13th Missouri Infantry, and six hundred of the 1st Illinois Cavalry, Colonel T. M. Marshall. Colonel Mulligan reached Lexington with his command on September 9, and, as senior officer, assumed command of the post. Lexington was one of the most important points in Missouri, and the Confederate leaders of the State were determined to possess it.

Driven from the town only the preceding week by the approach of the Federal troops, Claiborne Jackson had been obliged to adjourn, *sine die*, the Confederate Legislature then in session, and turn his steps southward, leaving \$800,000 in gold, and the State seal in possession of Colonel Peabody. In the meantime, the Confederate force, under Price and his subordinates, was marching rapidly toward the north, and was between Warrensburg and Lexington, when Mulligan assumed command at the latter place.

The town of Lexington, situated on the south bank of the Missouri River, was divided into Old and New Lexington—the latter, which was the principal village, being about a mile west of the other almost deserted

*Now parish priest at Rockford, Ill.

village, with which it was connected, along the river road, by a scattered settlement. Midway between the two villages, on a slight acclivity, was a large brick structure known as the "Masonic College," which, on the arrival of Colonel Mulligan, was occupied by Peabody's troops, and which they had strengthened by a slight breastwork. This building became Mulligan's headquarters, and around it he concentrated all the Union force. The breastwork was extended so as to enclose the building, and the troops set about the construction of an outer earth-work, ten feet in height, with a ditch, eight feet in width, running back to the river bluff and inclosing an area capable of containing a force of ten thousand men. The hospital was located just outside the intrenchments, to the west, or toward New Lexington.

On the 10th of September—the day after his arrival at Lexington—Colonel Mulligan sent Lieutenant Ryan, of Co. "I," with a squad of twelve men, on the steamer "Sunshine," back to Jefferson City, to urge the necessity for reinforcements. Forty miles below Lexington, the "Sunshine" was captured by the Confederates, and Ryan and his men taken prisoners. Mulligan well knew the critical position of the Union force, and anxiously waited for reinforcements, but none came. The men labored steadily on the intrenchments until the 12th, when the advanced pickets, under Captain Quirk, were driven in, reporting the near approach of the enemy. By noon, Price had surrounded the Union force and posted his troops at both Old and New Lexington. An attack was made, that afternoon, on the angle of the intrenchments held by Captains Fitzgerald, Quirk and Phillips, which was repulsed with considerable loss. The rebels finding shelter behind the few buildings still remaining at Old Lexington, our troops succeeded in shelling and destroying most of their shelter in the course of a few days. The siege was kept up by Price day after day, and day by day the situation of the little garrison grew more desperate. The supply of water was cut off, and food was almost entirely exhausted; still, the brave Mulligan replied to the summons to surrender and to fight no more on Missouri soil, "The Irish Brigade makes no compromise." On the 18th, at nine o'clock in the morning, the enemy made another attack on the works. The force of Price had been increased to twenty-eight thousand men and thirteen pieces of artillery, and stationing his guns at every available point, he opened a terrific fire, which he kept up until seven in the evening. About noon, the rebels captured the hospital, which Colonel Mulligan had not fortified, believing the white flag floating from its walls would be held sacred by any foe. It was taken, however, and from its balcony and roof the sharpshooters of the enemy poured a deadly storm of bullets within the intrenchments. In the hospital were one hundred and twenty wounded men, Rev. Father Butler, chaplain of the regiment, and Surgeon Winer. It could not be left in rebel hands, but it was not easy to find a company brave enough to face the leaden storm outside the intrenchments. Two companies attempted the task, and failed. Four companies of the Missouri Infantry, led by Captain George B. Hoge, of that regiment, formerly of Chicago, fought well, but were driven back, with their leader a prisoner. The Chicago Montgomery Guards were ordered forward. The distance was eight hundred yards. Giving his men a brief exhortation to be brave and do their duty, Captain Gleason ordered a charge, and with the words, "Come on, my brave boys," led them across the open space, up the slope, and to the hospital door; when, driving the enemy

down the hill behind, what were left of the Montgomery Guards took possession of the hospital. Thirty, of the eighty, that started, were killed or wounded. Captain Gleason was shot through the cheek and arm.

On the 19th, the rebels renewed the attack on the intrenchments, sheltered behind breastworks made of hemp bales saturated with water, which they rolled forward as they advanced. On the afternoon of the 19th, the enemy charged over the intrenchments at the point where the Missouri Home-Guards were stationed, and planted their flag on the top of the intrenchment. The Irish Brigade was ordered to leave its position on the opposite side of the works, and re-take the position. The heaviest charge of the day followed, the flag being captured and the rebels driven back. Colonel Mulligan was wounded at this time. On the 20th, the white flag was raised by the commander of the Home-Guards, on that part of the fortifications assigned to them. It was taken down, and they retreated within the inner line of breastworks and refused to fight. One more charge was made on the enemy on the afternoon of the 20th, led by Colonel White, of the 8th Missouri, in which that brave officer was mortally wounded.

A council of officers was held that evening, and it was decided that further resistance was useless, and that Mulligan must surrender. Major Moore, of the brigade, was sent to General Price, at his headquarters at New Lexington, to learn the terms of capitulation. They were unconditional surrender—the officers to be retained as prisoners-of-war, the men to be released on parole, surrendering arms and accoutrements. At four o'clock on the afternoon of the 21st, the Federal forces were marched out of the intrenchments, taking with them only their personal effects. The officers were retained at Lexington, and the privates, about fifteen hundred in number, were taken across the Missouri River, and marched that night to Richmond, and thence to Hannibal, the following day, where they were released. They were met at Hannibal by General Prentiss, and arrived at Quincy on the 23d, where they were received with the kindness their faithfulness and courage had merited. General Price treated Colonel Mulligan with marked courtesy, and refused to accept the surrender of his sword. The green flag was torn in shreds by the men of the regiment, and each man took a piece—thus the flag was not captured.

The total loss of the "Irish Brigade," at Lexington, was one hundred and seven, of which the following is the best list that can be obtained:

Co. "A," commanded by Captain John McDermott: *Killed*—Patrick Carey, John W. Smith, J. J. Armstrong. *Wounded*—John Kelley, John Hoffman, John Foley, Alexander Campbell, William Floyd, Alexander Donohoe, Thomas Jarvis, Thomas White. Co. "B," commanded by Captain Michael Gleason: *Killed*—Michael Grenahan, Frank Curran, William Mulligan, F. Cummings, Patrick Fitzgerald, Edward Conlee, — McCarthy, John Drenlaney, John Gallagher. *Wounded*—Captain Gleason, Lieutenant Edward Murray, Corporal — Keefe, George Bannan, H. K. Grover, James Noonan, Timothy Buckley, Stephen Connors, John Traner and William Ward. Co. "F," commanded by Captain David P. Moriarity: *Wounded*—Sergeants Chapman and Cramer; Privates E. Hanlon, David Shay, Abram Dunning, Philip Gorman, B. B. Hayes, Edward Cady, Jeremiah Reed, Anthony McBriarty, — McLaughlin, — O'Mara. Co. "G," commanded by Lieutenant Martin Wallace: *Killed*—David McIntry, Benjamin Wittern. *Wounded*—Robert Boardman, Joseph Fullas, John McCoy, James Roch, C. M. Gedney, Patrick McMahon, Timothy Pomeroy, — McCalkins, — Murray, Eugene Blanchard, Richard Scott, Garret Walsh, John McKey, Thomas Coleman, David Fitzmorris, Robert Armstrong and Patrick Griffin. Co. "C," commanded by Captain Robert Adams: *Killed*—Andrew Hill. *Wounded*—John Bennett, James Conway, John Hughes, Finley Gunner, Patrick Mooney and Reuben Rockwell. Co. "D," commanded by Captain Samuel Simison:

Wounded—W. Winslow, — Callahan. Co. "E," commanded by Captain F. K. Hulburt. *Killed*—Charles Chase, Hugh Kelley, William H. Cochran, John Inglesby, Owen Hugen, John Seviles, William Watson. Co. "H," commanded by Captain Charles Coffee: *Killed*—James Bennett, James Greenlie, Isadore Willett. *Wounded*—Lieutenant Thomas Hickey; Privates James McClure, John Terrer, William Myers, Michael Coleman, James Sheridan and John Fribbs. Co. "I," commanded by Captain James Fitzgerald: *Killed*—Israel Putnam. *Wounded*—Captain Fitzgerald, Orderly Sergeant Mathew Higgins; Privates Thomas Conry, A. C. Parks, Joseph Hingle, John Corbit, John Dorson, and — Coleman. Co. "K," commanded by Captain Daniel Quirk: *Killed*—Joseph Noel. *Wounded*—Lieutenant Owen Cunningham; Privates Thomas Noel, John Harlihan, James McCarthy, Dennis Reardon, James McNamara. Total killed, twenty-four; wounded, eighty-one.

The following joint resolutions, presented by Hon. Isaac N. Arnold, were adopted by Congress, December 20, 1861:

"Resolved, by the Senate and House of Representatives, That the thanks of Congress be presented to Colonel James A. Mulligan and the gallant officers and soldiers under his command, who bravely stood by him against a greatly superior force, in his heroic defense of Lexington, Mo.

"Resolved, That the 23d Regiment of Illinois Volunteers—the Irish Brigade—in testimony of their gallantry on that occasion, are authorized to bear upon their colors the word 'Lexington.'

"Resolved, That the Secretary of War be requested to communicate these resolutions to Colonel Mulligan and his officers and soldiers."

On October 8, 1861, the 23d Illinois was mustered out of service, at St. Louis, by order of Major-General Fremont.

Colonel Mulligan was still a prisoner in the hands of Price, having refused to accept a parole. He was soon after exchanged, and returned to Chicago. Enthusiastic crowds greeted him all along his route from St. Louis; and his welcome at Chicago, November 8, was simply a general ovation, in which all classes joined. Refusing the more formal reception tendered him, on the plea that time was too precious to be thus spent, he hastened to Washington, to petition the President for the restoration of the "Irish Brigade" to United States service. He was successful in his mission, and, on December 10, 1861, it was restored, by order of Major-General McClellan, and ordered to fill its ranks to the maximum. Recruiting headquarters were established at Camp Douglas, Chicago, the regiment was soon filled, and was then employed in guarding prisoners at the camp, until June, 1862.

While the regiment was stationed at Chicago, Captain Franklin K. Hulburt, of Co. "E," died of diphtheria, on May 5. The "Mulligan Battery," or "Rourke's Battery," officially known as Battery "L," 1st Illinois Light Artillery, was recruited and attached to the regiment, while it was at Camp Douglas. Its officers were: John Rourke, captain; John McAfee, senior first lieutenant; Charles Bagley, junior first lieutenant; William L. McKenzie, senior second lieutenant; Michael Lantry, junior second lieutenant, most of whom were of the "Oconto (Wisconsin) Irish Guards." The battery accompanied the command to Virginia, and did good service in the Shenandoah Valley campaigns, being chiefly used in sections in different parts of the country.

On June 14, 1862, the regiment was ordered to Annapolis, via Harper's Ferry. On arriving at the latter place, it was detained a few days, that point being threatened by the enemy, and was thence ordered to New Creek, Virginia, in the military department of Major-General Wool. A large depot of government stores was situated at New Creek, which Mulligan's command was ordered to protect against a threatened attack of General Ewell. For the defense of this post,

Fort Fuller was constructed, by Captain Coffey Co. "H," Irish Brigade, and which the regiment garrisoned until September 1, when it moved toward Clarksburg,—menaced by the enemy at that time,—and, by rapid movements, saved both that town and Parkersburg from an attack. In October, an expedition under Lieutenant Colonel Quirk, with Companies "A," "C" and "D," of the 23d, a small cavalry force, and a section of Rourke's Battery, was sent out to Greenland Gap, on the Ridgeville road, to intercept a force of Stuart's cavalry, which was advancing towards Petersburg with supplies for the enemy. This force was reached when within about five miles of Petersburg, and a charge made upon the camp, which resulted in routing the squadron, with a loss of three killed, sixteen taken prisoners, and a large number of horses and cattle captured. On November 10, Mulligan was ordered to attack a rebel force, which, under Imboden, was raiding the valley. Companies "B," "D" and "K," of the "Brigade," under command of Major Moore, attacked the rebel camp, on the south fork of the Potomac, that night, capturing forty prisoners and a large quantity of army supplies.

On the 26th of December, Colonel Mulligan having been assigned to the command of a brigade, Lieutenant-Colonel Quirk commanded the regiment, under whom it moved, on January 3, 1863, to the relief of Colonel Washburne, at Moorefield, Va.; arriving, after a forced march of forty miles in nineteen hours, to find that the rebels had fallen back, on hearing of the approach of reinforcements. The command returned to "Camp Fuller," on New Creek, where, on April 3, 1863, it was assigned to the Fifth Brigade, Colonel Mulligan commanding, First Division, Eighth Army Corps—Lieutenant-Colonel James Quirk having command of the regiment.

On the 25th of April, the command moved to Gratton, and, on the same day, Co. "G," Captain Wallace, stationed at Greenland Gap, was attacked by General Jones, with some three thousand cavalry. Greenland Gap is a pass through the Knobley Mountains, only wide enough for the road and a small mountain stream. Captain Wallace was left with a detachment of his own company, and a few men of Co. "H," 13th Virginia Infantry, under Captain Smith, to guard the western entrance to the pass. Wallace occupied a wooden church commanding the mouth of the gap, and Smith a log house near by.

General Jones could not enter the pass without dislodging them, and made three successive charges on the little force, which maintained its position stoutly for five hours. After dark, the rebels succeeded in firing the church, and just as the roof was falling upon him, Captain Wallace, ordering his men to throw their arms into the burning building, surrendered his command. The prisoners were sent to Richmond, and some months later were exchanged and re-joined their regiment. The killed and wounded of the rebels in this affair were more in number than the entire Union force. Five out of the eight rebel officers engaged were either killed or wounded.

The 23d Illinois was engaged in the battle with Imboden's forces at Phillippi, April 26, and three days later with the enemy under General Jones, at Fairmount.

On the 6th of July, Colonel Mulligan moved, with his brigade and some additional troops, to Hancock, Md.; where it was believed the rebel army, under Lee, would attempt to cross the Potomac in the retreat from Gettysburg. Colonel Mulligan was placed in command

of all the Federal troops at this point, and advanced his command to near Hedgeville, on the opposite side of the Potomac, where he met and had a slight engagement with a portion of Lee's cavalry under Hampton. Not receiving reinforcements from Mead, Mulligan was compelled to re-cross the Potomac, and was then ordered to move with his brigade to Petersburg, Va., which place he reached on August 16, and before the close of the month had well fortified and strengthened it, by constructing Fort Mulligan. On the 4th of September, the regiment had an engagement with Imboden and his "Rangers," in the gap of Petersburg, in which the latter were routed. On September 11, an expedition under command of Captains Fitzgerald and Wallace, was dispatched from Petersburg, which attacked a rebel force under McNeal, near Moorefield, Va., and completely scattered it—the guerrillas flying to the mountains.

On October 25, 1863, the Second Division of the Department of West Virginia was organized, and Mulligan assigned to its command, with orders to make New Creek his headquarters after November 8. The 23d, under Colonel Quirk, was assigned to the Second Brigade, Colonel Thoburn, Second Division, with headquarters at Petersburg, where it remained until December 10, when the brigade moved as support to Averill's cavalry on an expedition to cut the Virginia and Tennessee Railroad. In this expedition, which was successful, the forces of the Confederate leaders, Jackson, Early and Echols, were met and defeated, and the brigade returned to Petersburg, where Colonel Thoburn was commandant.

On January 30, 1864, Colonel Thoburn, finding that Early was about to attack him in force, evacuated his position and retreated to Ridgeville, where he joined a detachment of Mulligan's forces from New Creek, and moved, with him, to attack Early near Moorefield. Reaching the south branch of the Potomac, at McNeil's Ford, Mulligan found the passage disputed by a portion of Early's force, under Rosser; but, by the aid of his artillery, he crossed the river, and marched toward Moorefield, where Early was stationed with his main command. A skirmish fight was kept up until he reached the town, where the rebels made stubborn resistance. A fight of about three hours ensued, when the enemy was driven into and through Moorefield, falling back toward Harrisonburg, and finally into the Shenandoah Valley. During the fight, Captain Michael Gleason, of Co. "B," was taken prisoner, but was recaptured. After pursuing Early's troops six miles, Mulligan returned to New Creek, leaving the 23d to guard Greenland Gap, near Petersburg. On the 23d of April, 1864, the 23d returned to Chicago for the purpose of re-enlisting as veterans, and for a veteran furlough. Its numbers, now reduced from eight hundred to three hundred and fifty fit for service, told of the hard campaign through which it had passed in Virginia.

On the expiration of furlough, the regiment returned to Virginia, where it again formed a part of the First Infantry Division (Colonel Mulligan), Twenty-Fourth Corps (General Crook), Army of West Virginia. The division was ordered to move to the support of General Hunter, then between Staunton and Lynchburg, Va.; but on the defeat of that General, the order was rescinded, and Mulligan's command was ordered to occupy *Letchtown*.

In July, 1864, the Confederate force, under Early, advanced north nearly to Washington, threatening that city. Reinforcements were hurried to the support of General Auger, commanding the defenses, and Early

was compelled to retreat across the Potomac. Supposing that he had continued his retreat toward southern Virginia, General Crook, with his small corps, moved from Harper's Ferry, with the intention of occupying Winchester, but soon found that Early was in his path. On the 23d of July, his cavalry advance was attacked at Kernstown, and Mulligan's division, which was then at Stone Mills, was ordered forward to its support. The cavalry was forced back on the 23d, but, on the following day, Early renewed the attack. Crook's advanced brigade having been driven back, the engagement became general along his line, of which Mulligan's division formed the center. Too late, General Crook found that he was fighting Early's whole command of thirty thousand men with his two small divisions. During the severe struggle on the 24th, the 23d and Mulligan's whole division fought bravely to hold back the enemy, at least long enough to save the trains, and in this were successful, but at a fearful cost to the little command. Colonel Mulligan was killed while in the advance leading his men, beseeching the 23d Illinois, with his last breath, not to lose the colors of the "Irish Brigade." "Lay me down, and save the flag," were his last words—fit words for the brave young commander. After Colonel Mulligan's death, the First Division was assigned to the command of Colonel J. Thoburn, under whom the 23d Illinois participated in Sheridan's campaign in western Virginia. August 4, 1864, Sheridan assumed command of the Army in the Shenandoah Valley, the First Division then being encamped in the vicinity of Frederick City. On arriving at, or near, Charleston, Va., in the first movement of Sheridan against Early, the 23d Illinois, by command of Major-General Crook, being reduced in numbers through constant service, was consolidated, August 29, into five companies:

Co. "B," Captain Harry Pease; Co. "D," Captain Samuel Simson; Co. "G," Captain Martin Wallace; Co. "K," Lieutenant Patrick Ryan; Detachment "F," Lieutenant Stewart S. Allen. The organization was thereafter officially known as Battalion 23d Illinois Veteran Infantry.

In September, 1864, Captains Patrick McDermott, of Co. "A," and James J. Fitzgerald, of Co. "I," with such other line officers as did not enlist as veterans, were mustered out of service at Chicago. Under the new organization, the battalion participated in the engagements at Opequan Creek, Strasburg, and Fisher's Hill, in September, and at Cedar Creek, which closed the campaign in the valley, in October. General Thoburn, the division commander of the 23d, was killed at Cedar Creek.

After the overthrow of Early in the Shenandoah Valley, the command of General Crook was ordered to join the Army of the James, commanded by General Ord, and proceeded to the vicinity of Richmond.

In the latter part of March, the command was ordered from Richmond, to take part in the attack on Petersburg. On the 1st of April, Foster's division, in which was the 23d Illinois, arrived in front of the outer line of defenses, assaulting them in the vicinity of Hatcher's Run. After the outer line was carried, the troops advanced and took position before Fort Gregg, on the south side of the city. This redoubt, one of the strongest in the main line of fortifications around Petersburg, and which was held by Harris's Mississippi Brigade, was assaulted and carried by storm on the 7th—the 23d participating in the attack. The following extract from a letter of an officer of the Irish Brigade, dated Burksville, Va., April 7, 1865, and published

in a Chicago newspaper, gives the names of the killed and wounded:

"Richmond and Petersburg have at last fallen, and the old Irish Brigade colors were the first inside of the fort that Lee called the key of Petersburg, namely Fort Gregg. The 23d and 39th Illinois regiments fought, side by side, at the taking of the fort, and were the only two Illinois regiments in the armies of the Potomac and James."

Killed and wounded in the 23d, Captain P. M. Ryan, commanding, at the storming of Fort Gregg: Sergeant-Major George B. Sexton, severely wounded. Co. "A" (Old Montgomery Guards), Lieutenant James M. Doyle, commanding: *Wounded*—Color-corporal Peter Mechan, Corporal Lovelink; Privates Richard Burns, Edward Downey, Patrick O'Brien, John Martin, Benjamin Thompson. Co. "B," Lieutenant James Burns, commanding: *Killed*—Private Edward O'Dwyer; *Wounded*—Sergeant John Bisby, Color-corporal John Creed; Privates Boyd D. Simpson, Peter Church, John Connors, Ira Wade. Co. "C," Lieutenant Patrick Riley, commanding: *Killed*—First Sergeant Thomas Cliff, *Wounded*—Corporal Henry Nott, Sergeant Richard Crowley; Privates James Fighe, Henry Welch. Co. "D," Lieutenant D. Coston, commanding: *Wounded*—Sergeant Thomas O'Donnell, Privates Michael Lowry, Michael McDonnell, Thomas Quinn, John P. Cavin, Michael Regan. Co. "E," Lieutenant Edwin Coburn, commanding: *Killed*—Private Charles Briedert. *Wounded*—Sergeants Florence and Sullivan; Privates William Kiordan and Martin Crehan.

After the surrender of Lee, the 23d was ordered back to Richmond, and was on duty near that city until July, 1865, when it was mustered out, and returned to Chicago.

In Richmond, on the 27th of April, 1865, five additional companies were added to the 23d Illinois, raising it to a full regiment, the acting field and staff officers after that date being as follows: Colonel, Samuel Simison; Lieutenant-Colonel, Patrick M. Ryan; Major, Edwin Coburn; Adjutant, Boyd D. Simpson; Quartermaster, Thomas McGirr; Surgeon, John S. Taylor.

COLONEL JAMES A. MULLIGAN was born in Utica, N. Y., in 1830. He was of Irish parentage, and, although American born, his sympathies and interests from boyhood were warmly enlisted in behalf of the nationality and religious faith of his parents. He came to Chicago, with his family, when he was but six years old, and was here educated at the University of St. Mary's of the Lake, of which he was the first graduate, receiving, in 1850, the degree of Master of Arts. After leaving college, he accompanied John L. Stevens, the noted traveler, subsequently president of the Panama Railroad, on his last trip to South America, and on his return read law in the office of Arnold, Larned & Lay. In 1854, he edited for a short time the Western Tablet, a Catholic weekly paper; in 1855, was admitted to the Bar, and commenced the practice of law. At the organization of the Shields' Guards, in 1854, young Mulligan was elected first lieutenant; in 1858, he was corresponding secretary, and in 1860-61, was captain of the company. In 1857-58, he was appointed by President Buchanan to a clerkship in the Interior Department, and spent the winter in Washington; on his return to Chicago continuing his law practice as partner of Henry S. Fitch, United States Attorney for the Chicago District. In October, 1859, Mr. Mulligan was married, by Rt. Rev. Bishop Duggan, to Marian Nugent, daughter of Michael and Alice (Grant) Nugent, of Chicago, who proved, during the coming years of trial, a true and heroic wife, following the fortunes of her husband in his campaigns from Missouri to Virginia, and compelling the respect of not only her husband's command, but of his enemies, by her patient dignity, and courageous endurance of dangers and sorrows. At the breaking out of the Rebellion, Mulligan, with other patriotic citizens of Chicago, raised the 23d Illinois Volunteers, of which he was elected colonel. It was offered to the Government, but not accepted under the first or second calls for volunteers, the great number of regiments offered Governor Yates causing the rejection of that, with many others. Not being willing to disband the regiment, Mr. Mulligan visited Washington, and offered it to the War Department as an independent organization, and as such it was accepted May 17, 1861. Although tendered a brigade while in Washington, Mulligan refused to accept the command, as his regiment could not form a part of it. At the battle of Kernstown, near Winchester, Va., fought Sunday, July 24, 1864, Colonel Mulligan received three wounds, any one of which might have proved fatal. His conspicuous bravery, as he led his men in person to the front, rendered him a mark for the enemy's sharpshooters. As he fell from his horse, his staff

and his old regiment rallied round him, determined to bear him from the field. The enemy, perceiving the movement, concentrated their fire on the little group above which waved the colors of the Irish Brigade. These colors becoming endangered in the struggle, Colonel Mulligan gave his last command: "Lay me down, and save the flag." Lieutenant James H. Nugent, his nineteen-year-old brother-in-law, obeyed, was wounded slightly, but resumed his place in the little band which surrounded the Colonel, but a second bullet was fatal in its effect, and the lieutenant fell dead. Colonel Mulligan was carried to a farm-house in the vicinity, but died July 26, 1864. Mrs. Mulligan learned the sad news at Cumberland, Md., formerly her husband's headquarters, and started immediately for the field. She brought the remains of her husband from Winchester, Va., to Chicago, where the last honors that the city could render its brave son, were sadly paid, and all that was left of him on earth, was tearfully laid away to rest in Calvary Cemetery. The family of Colonel Mulligan consists of his widow and three daughters. Colonel Mulligan, aside from his qualities as a soldier, was an accomplished gentleman. Well educated, he was gifted with a mind capable of making that education of practical use to himself and to his country. He was an able writer, clear, bold, concise, yet thorough; his literary productions are remarkable for their eloquence, fearlessness and energy. As an orator, he had few superiors. Of a commanding presence, excellent voice, and unbroken flow of language, he never failed to win the attention and deserve the admiration of his listeners. In all relations of life he was a conscientious, upright man, and a Christian gentleman.

CAPTAIN DANIEL QUIRK was born in Kerry, Ireland, and when a mere boy, emigrated with his parents to America, and made his home in Chicago. He early became a member of the "Shields' Guards," and was elected captain of Co. "B" of the Guards, which was mustered into service as Co. "K" of the 23d, and participated with that famous regiment in its campaigns in Missouri and Virginia, under the lamented Mulligan. At the close of the war, with his brother James, lieutenant-colonel of the regiment, he returned to the city and engaged in commercial pursuits. He was also for a time a valued employé of the post-office, but was obliged to resign, about 1881, on account of ill health. He then visited Ireland, but did not entirely recover, and died in Chicago, in July, 1883.

THOMAS BRENNAN, assistant county treasurer, and one of the old residents of Chicago, is a native of Nova Scotia. His father paid his first visit to this city in 1838, but afterward returned to his home at Marimichi, New Brunswick, and subsequently removed to Prince Edward's Island, where he had a farm. There young Brennan spent his early days, coming to Chicago in 1849, with his parents, three brothers and four sisters. Going into business at first as a clerk in a hardware establishment, he subsequently moved to Peoria, where he clerked as a hotel for a season. He next accepted a position as cashier and paymaster in the construction of the Bureau Valley Railroad. He continued in that position until the completion of the line, and from 1855 up to the opening of the war, engaged in commercial pursuits. Until the fall of 1864, he followed the fortunes of the 23d Illinois Regiment (Mulligan's brigade) as division quartermaster. Returning to Chicago, after engaging in pursuits of a commercial nature, he was appointed cashier in the city collector's office in 1869. He retained that position about four years and, in 1873, became cashier in the city treasurer's office. In 1878, Mr. Brennan was elected assessor of the West Town, which position he resigned to accept the assistant city treasurership under W. C. Seipp, with whom he remained for two years. He was then for two years with Mr. Seipp's successor, Rudolph Brand, resigning his position with Mr. Brand, to accept the position of assistant county treasurer, which was proffered him by County Treasurer William C. Seipp, on his election to the office. Mr. Brennan has been a member of the Board of Education since 1878, and in recognition of his varied and effective service rendered to the cause of education, the "Brenan School," in the Fifth Ward, was named in his honor by the Board of Education of 1884. He is a member of the St. Vincent de Paul Confraternity and many other benevolent organizations. Mr. Brennan having been as intimately identified with philanthropical enterprises as he has been with the care of the civic financial interests, and was a charter member, and is at present one of the Board of Directors, of the St. Mary's Training School for Boys, at Feehanville, in Cook County.

TWENTY-FOURTH ILLINOIS INFANTRY.

THE TWENTY-FOURTH ILLINOIS, or the original "HECKER JÄGER REGIMENT," was composed exclusively of German companies, two of which, the Union Cadets and Lincoln Rifles, were organized for the three-months'

service, and were among those troops, who, on the 19th of April, 1861, left Chicago for Cairo. There they did service until in June, 1861, when they joined the remaining eight companies. Of these, six were recruited in Chicago, one in Ottawa, and the other in Bloomington. After its formation, the regiment occupied "Camp Robert Blum," on Cottage Grove Avenue. While there, some changes were made in its organization, and Frederick Hecker, the heroic leader of the German re-

Frederick Hecker

volution of 1848, of St. Clair County, who was then serving as a private in Sigel's 3d Missouri Infantry, in which he had enlisted at the outbreak of the war, was elected colonel, June 15. Geza Mihalotzy, then at Cairo with his Rifle Company, was elected, at the same time, lieutenant-colonel.

On the 18th of June, the regiment was presented with a superb stand of silk colors, exquisitely mounted, the presentation address being made in German by Otto Ludwig, Esq. Colonel Hecker received the flag, and turning to his soldiers, said in their native tongue:

"Soldiers! Comrades! It is now twelve years ago, that I stood opposed in strife to the despotisms of Europe, and took up arms against them in behalf of freedom and independence. I now take a solemn oath to here defend the same. If we shall come to any engagement with the traitors to liberty, I will be your leader. I, on foot, will ask you to follow me; and if I fall, I only ask you to bring me back from the field, having avenged me. My hair is gray, the last hours of my life are not far off, but the arms I have taken up for our dear adopted country shall only be laid down with life. I will lead you to victory. Will you follow this flag?"

The 24th was mustered into service at Chicago, July 8, 1861, by Captain T. G. Pitcher, U.S.A., under the following officers: *

Field and Staff.—Colonel, Frederick Hecker; Lieutenant-Colonel, Geza Mihalotzy; Major, Julian Kune; Adjutant, Julius

Geza Mihalotzy

Paun; Quartermaster, Henry Wendt; Surgeon, William Wagner; Assistant Surgeon, Carl Stock.

Line Officers.—Co. "A": Captain, Thomas Lang; First Lieutenant, August Gerhardt; Second Lieutenant, Jacob Poull. Co. "B": Captain, George Heinrichs; First Lieutenant, Julius Fritsch; Second Lieutenant, Otto W. Block. Co. "C": Captain, Anthony Sten; First Lieutenant, Emil Frey; Second Lieutenant, H. F. W. Blanke. Co. "D": Captain, Leopold Becker; First Lieutenant, Aloys Mayer; Second Lieutenant, Rupert Russ. Co. "E": Captain, August Mauff; First Lieutenant, Gustav A. Busse; Second Lieutenant, Ernst F. C. Klokke. Co. "F": Captain, Augustus Kneiss; First Lieutenant, Alexander Jekelfalusy; Second Lieutenant, Andres Jacobi. Co. "G": Captain, Julius Standan; First Lieutenant, George A. Guenther; Second Lieutenant, Peter Hand. Co. "H": Captain, John Van Horn; First Lieutenant, H. F. W. Blanke; Second Lieutenant, Arthur Erbe. Co. "I": Captain, Henry J. Busse; First Lieutenant, George W. Fuchs; Second Lieutenant, Herman H. Hinz. Co. "K": Captain, Ferdinand H. Kolschusen; First Lieutenant, August Steffens; Second Lieutenant, Frank Schaefer.

Many of the members of the regiment had been in active service in the German and Austrian armies, and,

* For other officers from Chicago, see "Table of Commissioned Officers from Chicago."

on the whole, the entire command was made up of excellent fighting material. It soon transpired, however, that some of the officers in the 24th regiment, as well as in other volunteer-regiments raised in the beginning of the war, had, in the excitement of the hour, been elected without special reference to their qualifications, and finding the military service not quite agreeable to their comfort, gradually dropped out, to make room for better material from the ranks.

The regiment left Chicago early in July, under orders to report at Alton, Ill., whence it moved to St. Charles, Mo., and thence to Mexico, Mo. It remained at Mexico until the 28th of July, when it was ordered to Ironton, Mo., where it joined General Prentiss's brigade. On the 3d of August, a detachment of the 24th, under Lieutenant-Colonel Mihalotzy, was thrown forward to Centerville, where secession troops had gathered in force, threatening communication with St. Louis. The regiment moved to Pilot Knob, Mo., where General Grant was then in command, on the 8th of August, and was sent, by him, to Fredericktown, on the 14th, with instructions to effect a junction with the Union troops at Cape Girardeau. The command reached Cape Girardeau, and moved thence to Cairo, early in September, and on the 15th of the month received orders to join the army of the Potomac at Washington. Arriving at Cincinnati, it was detained by the railroad accident which disabled the 19th Illinois, also en route for Washington. Meanwhile, however, the Confederate General Buckner had taken possession of Muldraugh Hill, about thirty-five miles south of Louisville, on the Louisville & Nashville Railroad, and threatened the capture of that city. The regiment therefore received counter-orders, and left Cincinnati, on the 29th of September, for Louisville. It was the first command of Union troops that trod the soil of Kentucky during the earlier days of the Rebellion, and upon its arrival in Louisville, the loyal people there accorded the regiment a most hospitable and brilliant reception. After a few hours' rest, the command proceeded to Colesburg, and from there, on the next day, part of it took possession of Muldraugh Hill, a few miles further south, General Buckner having seen fit to fall back on Green River. There it remained until November 30th, when it was assigned to Turchin's (Eighth) Brigade, Mitchel's (Third) Division, of the Army of the Ohio, and went into camp near Elizabethtown, Ky., where the 19th Illinois also was stationed.

During the campaign, a serious misunderstanding arose between Colonel Hecker and some of the Chicago officers, which finally culminated in the resignation of the former, together with Major Kune, Captains Lang and Reed, and First Lieutenants Gerhardt and Busse. Colonel Hecker subsequently organized and commanded the 82d regiment. Geza Mihalotzy was promoted colonel; John Van Horn, lieutenant-colonel; Julius Standan, major; George A. Guenther, captain, and E. F. C. Klokke, first lieutenant of Co. "A"; George Guenther, first lieutenant of Co. "E"—all those so promoted being Chicago men.

On the 22d, Turchin's brigade marched to Bacon's Creek, where it remained until February 10, 1862; when intelligence having been received of the surrender of Fort Henry, the movement on Bowling Green and Nashville commenced. Mitchel's division left camp on the 10th, Turchin's brigade leading the column of infantry. After a march of forty miles over a frozen, rocky road, obstructed by trees felled by the enemy in their retreat, the Big Barren River was reached, and as soon as an old ferry boat could be repaired, the infantry, in the

dead of night, crossed in parties of fifty—all that the boat would hold at one time. The 24th was the first regiment that crossed, and, with the 19th, pushed on toward Bowling Green, choosing to face the possible enemy yet lingering there, rather than the bitter cold of that winter night. The town was reached and found to have the greater part in flames, the rebels having set fire to their stores and the railroad buildings.

Leaving Bowling Green on the 24th of the month, the regiment arrived at Edgefield, opposite Nashville, which place General Johnston had previously occupied as headquarters, on the 27th. Nashville was surrendered the following day, and the troops crossed the river, and went into camp. Mitchel's division having been assigned the task of penetrating the enemy's country to Huntsville, Ala., and, by occupying that place, severing the main line of communication between the rebel armies in the east and in the west, the command moved to Murfreesboro', remaining there until April 4th, building bridges, repairing roads and making ready for the coming campaign. Huntsville, Ala., was a railroad center of vital importance to the enemy, and it was reported that it would be defended to the last. The war was to be carried into the enemy's country, and it was to be success, or annihilation, to the Union force. On the date specified, Mitchel's division marched to Shelbyville, twenty-six miles from Murfreesboro', and on the 7th advanced to Fayetteville, fifteen miles north of the state line of Alabama.

On arriving at Fayetteville, General Turchin solicited, and obtained, permission from General Mitchel to advance with his brigade, and, if possible, surprise and capture Huntsville, before the enemy was prepared for defense.

On the morning of the 10th, the expedition marched from Fayetteville. Turchin's brigade, which consisted of the 19th and 24th Illinois, 18th Ohio, 37th Indiana, 4th Ohio Cavalry and Simonson's battery, was followed by the other two brigades of the division at a little distance. Their progress was slow and exceedingly laborious, owing to the terrible condition of the roads, which led through swamps and forests or over high and precipitous hills, up which the mules could hardly drag the wagons. The men bivouacked at night around their fires, without shelter, and before daylight of the 11th re-commenced their march.

About six o'clock in the morning, Kennett's cavalry, which was in the advance, came in sight of the town. A section of Simonson's battery was placed in position on the Meridianville road, which, while the infantry was coming up, by a few well directed shots succeeded in capturing a locomotive which, with train attached, was steaming out of Huntsville, toward Stevenson, carrying one hundred and fifty Confederate soldiers, who then became prisoners. As the infantry came up, Colonel Mihalotzy sent a detachment of the 24th to tear up the track and prevent the escape of any trains.

The cavalry in the mean time entered Huntsville, taking the town completely by surprise, and capturing, without a blow, all the rebel soldiers that garrisoned the place, besides seventeen locomotives, one hundred and fifty cars, and an immense amount of railroad and war material. On the same day Huntsville was occupied, the 24th and two companies of the 19th Illinois, with one section of Simonson's battery, moved to Decatur on the Memphis & Charleston Railroad, and captured, in the fortifications built there for the protection of the Decatur bridge, five hundred bales of cotton, and on the opposite side of the bridge the full equipage of a Confederate regiment. Turchin's brigade pushed on from

Decatur to Tuscumbia, in western Alabama, and some sixty miles from Huntsville. This point was seized and occupied, thus extending Mitchel's line from Stevenson on the east, along the railroad, to Tuscumbia on the west, about one hundred and twenty miles. With the small force at his command, so long a line could not be held, and Turchin's brigade, after occupying Tuscumbia until April 22, was obliged to fall back to Huntsville. The command reached Jonesboro' on the 24th, crossed the Tennessee at Decatur, on the 26th, and reached Huntsville on the 30th. On May 1, the brigade was sent to Athens, from which Colonel Stanley had just been driven by the enemy's cavalry, with orders to occupy and hold the place. The brigade was stationed there nearly a month, during which time accusations derogatory to the character and discipline of General Turchin and a portion of his command, were preferred by officers presumably jealous of both commander and command. The culmination of the charges was the trial by court-martial of General Turchin, and, although the final result was a signal vindication of his fair fame, the immediate result was the transfer of the troops that he had drilled so long and faithfully to another commander.

On May 26, the 24th Illinois marched to join General Negley's forces at Fayetteville, Tenn., and with them, on the 1st of June, set out on an expedition to Chattanooga, to disperse a force of cavalry, concentrated at that point. On the 4th of June, the command encamped at the foot of the Cumberland Mountains, crossed Waldron's Ridge on the 5th, and, driving back General Adams's cavalry across the valley, arrived opposite Chattanooga, on June 7. A portion of the enemy's cavalry was found on the north bank of the Tennessee, on the arrival of Negley's command. He formed his line, with the 24th deployed as skirmishers, and moved forward, the cavalry re-crossing the river on their advance. Batteries were placed in position commanding the town, the enemy's guns were silenced, and the Union troops remained on the north bank of the river until the 7th, when, being unable to procure supplies, General Negley was obliged to abandon the attempt to occupy Chattanooga, and withdrew. The regiment arrived at Stevenson on June 11, and marched thence to Jasper, Tenn. While at Jasper, Captain Kovats and Lieutenant Gerhardt of Co. "F," when on a scouting expedition with a small party, along the Tennessee River, on June 21, encountered the Confederate pickets and a skirmish ensued, in which Captain Kovats was severely and Lieutenant Gerhardt slightly wounded. Captain Kovats returned to Chicago, and a few months later resigned his command.

From Jasper, the regiment moved to Battle Creek, and thence, on July 11, to Tullahoma, remaining on the Nashville & Chattanooga Railroad, employed in guarding various stations, until September 7, when, Bragg having commenced his march into Kentucky, it proceeded with General Buell's Army to Nashville. It was there assigned to Starkweather's (Twenty-eighth) brigade, Rousseau's division, McCook's corps, and, with the rest of Buell's Army, marched to Louisville, where it arrived on the 28th of September.

On October 1, it marched from Louisville in pursuit of Bragg, and on the evening of the 7th, encamped with the brigade near Mackville. On the morning of the 8th, after marching about twelve miles, the command reached Chaplin Hills, near Perryville, and formed on the extreme left of Rousseau's division. The ranks of the 24th had been sadly thinned, ere this, by disease and hardships. Colonel Mihalotzy was left behind at Louisville, severely sick,

as were also Lieutenants Schweinfurth, Borneman and Poull, all of Chicago. The field-officers were all sick, and only seven commissioned officers were left to the ten companies, fit for duty. Captains acted as field-officers, and lieutenants and sergeants as captains commanding companies. The men who acted as field-officers in this battle, the first one in which the regiment was actively engaged, were Captain August Mauff and Captain George A. Guenther; and the companies were commanded as follows :

Co. "A," by Sergeant Charles Fritze, afterward its second lieutenant; Co. "B," by First Lieutenant Andrew Jacobi, afterward transferred to another regiment, and promoted; Co. "C," by First Lieutenant William Blanke, afterward captain; Co. "D," by Sergeant-Major William Vocke, afterward second lieutenant, adjutant of the regiment, and finally captain of Co. "D"; Co. "E," by First Lieutenant, Arthur Erbe, subsequently captain of Co. "H"; Co. "F," by Second Lieutenant Hugo Gerhardt, afterward first lieutenant; Co. "G," by First Lieutenant Peter Hand, afterward captain of Co. "G"; Co. "H," by Captain Frederick Hartman, fatally wounded; Co. "I," by Captain August Steffens; Co. "K," by Sergeant August Bitter, afterward second and first lieutenant of Co. "G."

The regiment occupied the height of a wooded hill at the left of Rousseau's line, with a portion of the 33d Ohio deployed as skirmishers in the woods at its foot. As General Jackson's and General Terrill's troops in front were first attacked by the enemy, and driven back, panic stricken and demoralized, passing to the rear of Rousseau's division, the enemy pressed forward and heavily attacked his left, held by Starkweather. The 2d Ohio and 24th Illinois were ordered forward, to support the skirmishers. The 2d Ohio was driven back, but the 24th Illinois, personally led by General Rousseau, who on many occasions praised the regiment as among the best under his command, reached the position and went into action on the left of the 33d Ohio. With the first fierce charge of the rebels, the regiments to the right and left, both made up of new recruits, broke, and could not be rallied. The 24th was ordered to charge bayonets; this they did, and then, clubbing their muskets, a hand-to-hand conflict ensued, and the rebels were finally driven from the front of the regiment. Captain Fred. Hartman, of Co. "H," received a fatal wound, his death occurring on November 10. Captain August Steffens, of Co. "I," Lieutenant Peter Hand, of Co. "G" (Chicago German Turners), Joseph Broesch, the brave color-bearer, and Carl Kirchner, color-sergeant, were killed; in short, about one-third of the entire command were stricken down, but the regiment rallied around its colors, and fought until the enemy was routed. Generals McCook and Rousseau accorded to Starkweather's brigade, and especially to this regiment, the honor of having saved the left of the army. At one crisis of the battle, the artillery horses at the left were all killed, or had become unmanageable. The 24th Illinois and 79th Pennsylvania were ordered to hold the enemy in check while the guns were drawn from the field by hand by the 1st Wisconsin, and the order was successfully carried out.

With the brigade, the 24th participated in the pursuit of Bragg to Crab Orchard, and returned to Mitchellsville, where it was employed in guard and provost duty for a short time.

On December 7, it marched toward Nashville, and went into camp at Stewartsboro', near that city, on the 9th. In the organization of the Army of the Cumberland, under Rosecrans, Starkweather's brigade was still designated the Twenty-eighth, Rousseau's (Third) division, but formed a part of the center, under Thomas.

The command left camp, on the morning of the 26th of December, and moved toward Murfreesboro',

on the Nashville and Murfreesboro' turnpike, arriving, on the 30th, at the crossing of the Stone River, on the Jefferson pike, about nine miles below Murfreesboro'. There the brigade, which formed the extreme left of Rousseau's division, was detached, and, with Stone's battery, left to cover the pike and guard the trains. During the day, it was attacked by Wheeler's cavalry in force, but succeeded in routing it with a loss of eighty killed, wounded and prisoners. The next morning the brigade reported to General Rousseau, and was formed in line of battle on the left of the division, in the dense cedar wood which Rousseau's command occupied. As this division was held as reserve, the brigade suffered comparatively little from the enemy, but much from hunger and cold. General Rousseau says, in his report of the battle :

"The rain on the night of the 31st, which continued at intervals until the Saturday night following, rendered the ground occupied by my command exceedingly sloppy and muddy, and during much of the time my men had neither shelter, food nor fire." (The horse of Lieutenant Starkweather was killed by a cannon ball on the 1st of January, and so famished were the men that steaks cut from it were broiled and eaten on the field.) "Day and night in the cold, wet and mud, my men suffered severely, but during the whole time I did not hear one single murmur at their hardships, but all were cheerful and ever ready to stand by their arms and fight. Such endurance I never saw."

After the battle, the regiment went into camp near Murfreesboro'. At the reorganization of the army, on the 9th of January, the designation of Starkweather's brigade was changed, becoming the Second Brigade, First Division (General Baird), of Thomas's Fourteenth Army Corps.

On June 24th, with the brigade, the 24th advanced toward the enemy, posted at Tullahoma amid the fastnesses of the Cumberland Mountains. After driving Bragg's advance from Hoover's Gap, turning his position at Tullahoma, and expelling his army from middle Tennessee, Rosecrans pressed on toward Chattanooga.

On the 4th of September, Baird's division crossed the Tennessee River at Bridgeport, and, on the 9th, crossed the Lookout Mountains, and encamped in the vicinity of Trenton, Ga. The following day the division was ordered forward to the support of Negley, who had advanced across McLemore's Cove to Dug Gap, and there encountered the enemy in force. On the falling back of Negley to Stevens's Gap, Starkweather's brigade acted as rear guard to the Union troops. On the 17th, Baird moved from Stevens's Gap to Owen's Gap, the next day to Crawfish Springs, and, on the 19th, with Thomas's corps, moved to the left and formed line-of-battle at Chickamauga Creek. Thomas's line was formed on the LaFayette road, facing Reid's and Alexander's bridges, where the enemy had crossed in force the evening before.

At about ten o'clock a. m., Croxton's brigade of Brannan's division, became engaged. Brannan's division formed the left of Thomas's line; Baird joined him on the right. Croxton's brigade, as stated, became engaged at about ten o'clock on the morning of the 19th, and had nearly exhausted its ammunition when Baird advanced to its support, Starkweather's brigade in reserve. The enemy was driven back, Croxton's brigade moved to the rear to replenish their ammunition boxes, and General Baird halted his command to re-adjust his line. Before this could be completed, his right and front were attacked by an overwhelming force, and Scribner's and King's brigades driven back, in disorder, through Starkweather's reserve brigade. The 79th Pennsylvania, which was in front, was likewise thrown

back in dismay, leaving Ruch's battery wholly exposed, with the 24th Illinois, a few steps away, in the rear. There now ensued a desperate struggle for the possession of the battery, many of its men having fled or been killed. The loss sustained by the regiment, in this encounter, was even greater than that suffered at Perryville. Colonel Mihalotzy was shot through the hand while waving his sword and urging his men on to save the battery; Major George A. Guenther was severely wounded in the shoulder, while other officers, and many men, were stricken down and disabled. For a time, the regiment stood alone against an overpowering force of the enemy, until finally Johnson's division came to their relief, and, driving the enemy before it, aided in saving the battery. At noon of that day, when the engagement was over, the division commander, General Baird, rode past the brigade, when Colonel Starkweather, its commander, took occasion to say to him in loud tones of praise, pointing to the 24th regiment: "General Baird, the boys of the 24th are bully boys. They saved my battery this morning. I'll never forget it." The brigade bivouacked that night in the open field, and on the morning of the 20th were early placed in line of battle, somewhat protected by barricades thrown up during the night. When the retreat was ordered, toward sunset, the brigade retired to a line of defense near Mission Ridge, and, on the 22d, fell back with the army to Chattanooga.

In the assault on Mission Ridge, November 25, the brigade formed a part of the reserve, taking no part in the active engagement. It joined in the pursuit of the enemy as far as Stevens's Gap, and then returned to camp at Chattanooga, where it remained until February, 1864, when it accompanied the Fourteenth Corps in the fight on Dalton, by way of Tunnel Hill.

On the afternoon of the 24th of February, the regiment participated in a sharp little engagement to the right of Dalton, when, toward six o'clock in the evening, it was advanced as an outpost into Buzzard Roost Gap, a deep, narrow pass traversed by Mill Creek, and situated between an impassable mountain range on the left, known as Rocky Face Ridge, and a high and imposing peak on the right, called Buzzard Roost. The regiment was advanced far into the gap, and took possession of a wooded hill, from which there was a steep rise toward the Roost, with the creek on the other side, above which towered abruptly and almost perpendicularly the Rocky Face. The sky was clouded, and the air damp and chilly. Two companies were stationed on the crest as pickets, while the reserve remained at a short distance in the rear. At nightfall, the rebels were seen marching up in large numbers to the right of the regiment, on the slope of the Roost, where they kindled their camp-fires, to rest for the night. A few of the pickets, therefore, returned to the regiment with the report that they were face to face with the enemy's outposts, which had been advanced later in the evening. A few isolated shots fell, from time to time, from the rebel lines, which showed plainly that the enemy was only a few feet from the pickets, and the utmost quiet had to be observed to prevent a discovery of the regiment's position. At about midnight, Colonel Mihalotzy went to the front for the purpose of making a personal inspection of the picket-line, when a shot was fired. Not another sound was heard, but the Colonel returned in a few minutes, and it was found that he was dangerously wounded, a ball having penetrated the right side of his body. The regiment maintained its position until daybreak, when it withdrew a few hundred yards, and there held the front of the line the entire day. During the ensuing

night, all the troops who had participated in the expedition returned toward Chattanooga, where Colonel Mihalotzy died of his wounds, March 11, 1864, and was interred at the National Cemetery there.

Upon the death of Colonel Mihalotzy, the command of the regiment devolved upon Lieutenant-Colonel John Van Horn, who, however, owing to old age, resigned his position on the 21st of March, 1864; whereupon Major George A. Guenther assumed command, and continued therein until the term of service of the regiment expired.

After the expedition to Dalton and Buzzard Roost, the regiment was encamped, first at Tyner Station and next at Grayville, Ga. On the 2d of May, 1864, the command started, with the army under Sherman, on the Atlanta campaign. During the march, it participated in a number of engagements, chief of which were the battles of Resaca (May 14, 1864), and of Kenesaw Mountain (June 22-28, 1864). Its term of service having expired, it was returned to the rear, during the latter part of July, 1864, and on the 6th of the following August, was mustered out of the service of the United States, at Chicago. A fraction of the regiment, composed of men who had joined it after it had been mustered into the service, and whose term of three years had, therefore, not been fully completed, was formed into one company, known as Co. "A," under command of First Lieutenant Frederick Zengler and Second Lieutenant Paul Lippert. It remained attached to the Third Brigade, First Division (General R. W. Johnson), Fourteenth Army Corps, and was finally discharged from the service at Camp Butler, on August 1, 1865.

COLONEL GEZA MIHALOTZY was a native of Hungary, a trained soldier, and an active participant in the Magyar struggle to throw off the yoke of Austria. On the failure of that revolution, in 1848, he came to Chicago, and was for some years engaged in business in the city. As related in the foregoing pages, he entered the service of his adopted country at the beginning of the war, and faithfully performed all his duties until his death. The men in his command ever held him in the highest regard on account of his many soldierly and manly qualities, and mourned his death as that of a personal friend.

THIRTY-SEVENTH ILLINOIS INFANTRY.

This regiment was organized in Chicago, in the summer of 1861, as the "Fremont Rifle Regiment," by Julius White, for many years a member of the Chicago Board of Trade, and, at the time, collector of customs of the port of Chicago. Three of its companies—the Manierre Rifles, Captain John W. Laimbeer; Turner Rifles, Captain Henry N. Frisbie, and the company of Captain Ransom Kennicott, were recruited in the city. The regiment went into camp at Wright's Grove, North Side, and was mustered into the United States service September 18, 1861. While in camp, a fine banner, painted by G. P. A. Healy, was presented the regiment by the Board of Trade. It was of blue silk; on one side, being a portrait of General Fremont, and on the reverse, representations of three of the chief events of his life. Colonel White was presented with a splendid black charger by the merchants of Chicago, and Lieutenant George R. Bell, of Co. "G," a sash and sword by the members of the Chicago Bar.

Besides the officers above mentioned, there were, from Chicago, Captain, subsequently Major and Lieutenant-Colonel, Henry N. Frisbie; Adjutants Anton Nieman and Charles B. Chroniger, Quartermaster John H. Peck, Surgeon Luther F. Humeston, Chaplain Edward Anderson, First Lieutenant Wells H. Blodgett, of Co. "D," subsequently colonel of a regiment of Missouri

Infantry; and First Lieutenant Isaac C. Dodge, of Co. "I."

Following is the regimental roster at date of muster:

Field and Staff.—Colonel, Julius White; Lieutenant-Colonel,

Julius White

Myron S. Barnes; Major, John Charles Black; Adjutant, Anton Nieman; Quartermaster, John H. Peck; Surgeon, Luther F. Humeston; Assistant Surgeon, E. A. Clark; Chaplain, Edward Anderson.

Line Officers.—Co. "A": Captain, John A. Jordan; First Lieutenant, Henry Curtis, Jr.; Second Lieutenant, Charles W. Hawes. Co. "B": Captain, Charles V. Dickinson; First Lieutenant, Cassimer P. Jackson; Second Lieutenant, Francis A. Jones. Co. "C": Captain, Eugene B. Payne; First Lieutenant, Judson J. Huntley; Second Lieutenant, Chauncey C. Morse. Co. "D" (Chicago) "Manierre Rifles": Captain, John W. Lambeer; First Lieutenant, Wells H. Blodgett; Second Lieutenant, William Mazell. Co. "E": Captain, Phineas B. Rust; First Lieutenant, Orville R. Powers; Second Lieutenant, Charles W. Day. Co. "F": Captain, Erwin B. Messer; First Lieutenant, Andreas Greve; Second Lieutenant, Gallio H. Fairman. Co. "G" (Chicago) "Turner Rifles": Captain, Henry N. Frisbie; First Lieutenant, George R. Bell (promoted captain, June 9, 1862); Second Lieutenant, Manning F. Atkinson (promoted First Lieutenant, June 9, 1862). Co. "H": Captain, John B. Frick; First Lieutenant, Herman Wolford; Second Lieutenant, Joseph Eaton. Co. "I" (Chicago): Captain, Ransom Kennicott; First Lieutenant, Frederick Abbey; Second Lieutenant, Isaac C. Dodge. Co. "K": Captain, William P. Black; First Lieutenant, William H. Fithian; Second Lieutenant, William M. Bandy.

The usual order of arranging companies did not prevail in the 37th. The companies were arranged in regular order, from right to left, and thus Co. "K" held the left flank on all occasions.

The 37th left Chicago for St. Louis, Mo., September 19, 1861. On the 30th of the same month, it was assigned to General Pope's division, and ordered to Booneville, Mo. While stationed at that post, difficulties arose between the Booneville Home Guards and an officer of Pope's staff, which threatened for a time to become serious. Lieutenant-Colonel Barnes, of the 37th, was appointed commander of the post, and brought order out of disorder in a short space of time. In October, the regiment was ordered to Otterville, and formed a part of Fremont's expedition into Southwestern Missouri, leaving that place, October 29, 1861. On reaching Houmansville, November 2, orders were received to march with all haste to Springfield. Colonel White drew up the regiment the next morning, and requested all those unable to make the forced march to remain behind, and accompany the train, which was under command of Captain Peck. One hundred and sixty remained behind, and the balance, without equipments, set out on the sixty-three-mile march.

Upon this occasion, when the regiment was within a few miles of Springfield, occurred a singular circumstance, and which, to the superstitious, was quite startling. The regiment had been drawn up on the plain, not having learned of the order placing General Curtis in command of the Department, and under which General Fremont was then en route. A boisterous prairie wind was sweeping along, and rudely playing with the elegant colors of the regiment, when General Fremont rode toward the command. As he approached, the bearer raised the banner to salute his superior, in the behalf of the "Fremont Rifles," when,

with a sharp report, the beautiful standard was rent from fringe to fringe, straight across the noble figure of the General himself.

The regiment reached Springfield on the 4th, remaining four days, and on the evacuation of that city, marched thence to Syracuse, Mo. The regiment then marched to the Lamine River, where it was ordered to go into winter quarters; but had hardly commenced building its log huts, when it was ordered to Sedalia, and thence back to Otterville, where it remained through a part of the winter of 1861-62, in Camp Lamine, on the Lamine River, where the regiment suffered extremely from sickness caused by cold and miasma.

In December, 1861, Colonel White having been assigned to the command of the Second Brigade, Third Division, Army of the Southwest, consisting of the 37th Illinois, 59th Illinois, and Davidson's Peoria battery, the command of the regiment devolved upon Lieutenant-Colonel Barnes. Under him, it moved with the Third Division, General Jeff. C. Davis, on the 25th of January, 1862, to Lebanon, Mo., where it joined the forces of General Curtis, and participated on the 7th of March in the hard fought battle of Pea Ridge, Ark.

On the 7th of March, the line of General Curtis stretched nearly three miles; from Sugar Creek on the left, held by Sigel and Asboth, to Elkhorn Tavern on the right, where Colonel Carr confronted Price. The center, near the little village of Leetown, was held by Davis's division. On the afternoon of the 7th, the division was ordered forward to support Osterhaus's division at its left, the Second Brigade forming the left of the division. The brigade took position on the Fayetteville road, with the Peoria battery so posted as to command the valley of Sugar Creek. The command, consisting of about nine hundred and fifty men, was here attacked by a heavy force under Major-Generals Ben McCulloch and McIntosh, supported by a body of Cherokees under John Ross. This force formed in a dense thicket to the right of Colonel White's brigade, and the two lines advanced, without a gun being fired, until they were separated by a space of only about seventy yards. A bloody contest was here waged for three-quarters of an hour. The 37th Regiment, in command of Major Black, was left without support on its right, the lines there being broken by the enemy's advance and the whole fury of the attack being borne by the single line of this regiment with its supporting battery. In clear ground the result would have been simply annihilation, but sheltered by the thick woods that hid their weakness, and armed on the flanks with the Col's revolving rifles, that seemed to pour a ceaseless fire, the regiment withstood the attack, forming its broken lines five times within a space of one hundred yards. Here it was that, out of about four hundred and fifty men present for action, one hundred and thirty-four were killed and wounded. In front of the devastating fire of the rifles and the enormous Belgian "72" and "69" caliber guns, with which the 37th were armed, the enemy were piled up in great heaps. During the fifth formation of the line, the Peoria battery was carried by a desperate rebel charge, but was at once re-captured by the brave soldiers of the 37th. The First Brigade took position to the right, the lines were again moved forward, the center was saved, and fighting was over there for the day. The weight of the attack had at first fallen on the right wing, and then had rolled to the left, when it was checked and finally driven back. Dickinson, Payne, Hawes, Blodgett and Messrs. Kennicott and W.

P. Black are especially remembered among the officers of the line, for their gallantry.

The 37th followed the enemy about a mile beyond the battle-field, and then, after resting two hours, marched to a position on the main road, in the direction of Cassville, where it bivouacked for the night. In this engagement, First Lieutenant Orville R. Powers, of Co. "E," of this regiment, was mortally wounded, surviving only long enough to be advised of the victory that crowned the second day's engagement. Major John C. Black, after having his horse shot under him, was severely wounded early in the battle; but remained on the field, with wounds undressed, until the fifth formation and until peremptorily ordered by his brigade commander and the surgeon to leave. Captain W. P. Black was also wounded, but remained on the field and in command of his company through the two days' battle; and the same is true as to Capt. E. B. Payne. The total loss of the regiment on the afternoon of the 7th, was twenty-one killed and one hundred and thirteen wounded.

On the morning of the 8th, the 37th, with its brigade, was ordered to a position in front of the enemy, who had taken a strong position at Elkhorn Tavern. The command was first formed in open field with Davidson's (Peoria) battery at the extreme right. After holding this position about half an hour, exposed to the fire of the enemy's guns both in front and on one flank, the troops were ordered to fall back to the shelter of the woods, out of range of the rebel artillery. The Peoria battery was established in a new position, and, supported by the Second Brigade, by its well directed fire did fearful damage to the enemy. As Sigel came up on the left of the Third Division, the Second Brigade was withdrawn from the support of the Peoria Battery, and with the remainder of the division, joined in the advance on the enemy. Before Elkhorn Tavern was reached, the rout of the rebels was complete, and the 37th Illinois halted at that point, which was about a mile and a half in advance of the position it occupied in the morning. The loss of the regiment on the 8th was six wounded, none killed. Chaplain Edward Anderson of Chicago received most honorable mention, in the reports of Colonel Julius White, for his efficient conduct on the battle-field, caring for the wounded at all hazards, and doing all in his power to relieve their suffering. Oscar Howe, the little drummer-boy of the regiment, although severely wounded, would not leave the field, but carried ammunition to the men for seven hours, in the midst of shot and shell. On the return of the regiment to Chicago, he was made an honorary member of the Board of Trade, and, later, was sent to the Naval Academy by the President.

After the battle of Pea Ridge, the regiment was stationed at Cassville, Mo., under command of Lieutenant-Colonel Black, Colonel White having been promoted brigadier-general for services at that battle. It was fifty-five miles from any support, and, with the 1st Arkansas Cavalry, 1st Battery (Hubbard's), 1st Missouri Cavalry and a section of the Peoria battery, for four months kept the frontier of the southwest in complete subjection for a distance of over one hundred miles. During the period, two successful expeditions were made, one to Neosho and one to Berryville. The regiment moved thence to Springfield, Mo., where it arrived June 29, 1862. On the 30th of the same month, Colonel White, having been made a brigadier-general, was transferred to Fremont's Department of the Shenandoah Valley. Lieutenant-Colonel Barnes, of Rock Island, was elected colonel, Major Black was promoted to the lieutenant-colonelcy, and Captain H. N. Frisbie,

of Chicago, was made major of the regiment. On the route from Cassville to Springfield, the army trains were fired on, and privates Miesner and King killed. The regiment was next ordered to Ozark, Mo., and Colonel Barnes placed in command of the post. While there, Cos. "A" and "K," with a force of cavalry, all under Colonel Barnes, made an expedition to Forsythe, Mo., on the 15th of August, to break up a band of guerrillas under the notorious Dick Campbell. About this time Colonel Barnes severed his connection with the regiment. In the latter part of the same month, the command, under Lieutenant-Colonel Black, marched to Springfield, where it was transferred to General Schofield's Department and assigned to the Second Division, Colonel Houston, Army of the Frontier.

On September 29, 1862, the regiment marched from Springfield to Newtonia, and, after taking part in that battle, marched, via Pea Ridge and Osage Springs, to Fayetteville, Ark., where it again met the enemy. It soon after returned to Camp Lyon, twenty-five miles south of Springfield.

On the 4th of December, the Second and Third Divisions of the Army of the Frontier, under General F. J. Herron, moved from their camps, in the vicinity of Springfield, Mo., for the purpose of relieving General Blount, who lay to the southwest, at Cane Hill, Ark., where he was threatened with an overwhelming force of the enemy, under General Hindman, who had flanked his position at that point, and was now moving to cut off the reinforcements for which Blount had telegraphed to Herron.

The 37th Illinois, Lieutenant-Colonel Black commanding, and the 26th Indiana, Colonel Clark, formed the right of the Second Division, which was commanded by Colonel Houston. After marching one hundred and five miles, this division arrived at the battle-field of Prairie Grove, about noon of the 7th, and found that the cavalry advance had been routed, with the capture of their wagons. Hindman's force consisted of about twenty-four thousand men, in four divisions, under Generals Parsons, Marmaduke, Frost and Rains. It was posted, with an artillery force of twenty-two guns, along a wooded ridge which skirted a prairie of about three-quarters of a mile in width, some twelve miles south of Fayetteville. General Herron, after sending forward the 1st Arkansas Cavalry as an advance (which was captured), had only six regiments of infantry, three batteries, and some five hundred cavalry—about thirty-five hundred men. Blount, on the right, had perhaps seven thousand five hundred additional troops, supplied with a vastly superior artillery force.

Soon after the Second Division reached the battleground, Herron's left, held by the 20th Wisconsin and 19th Iowa, was hard pressed by the enemy, and these regiments were ordered to charge a battery which was in position on the ridge in front.

The charge was a magnificent one, and the National colors were successfully planted on the battery; but, advancing still farther over the hill, they were met by a force of the enemy, that hurled them back, broken, bleeding and shattered. The 37th Illinois and 26th Indiana, were moved from the extreme right of the Second Division, to renew the charge. Led by Colonel Houston in person,—the 37th being under the command of, and led by, Lieutenant-Colonel Black—the two regiments moved across the prairie to the foot of the hill, on the crest of which was the battery they were ordered to charge. They moved straight up the hill in the face of a most terrific fire, gained the summit, drove back for a brief space

the rebel line, and then, first the Indiana, and finally the Illinois regiment, was compelled to fall back, with Lieutenant-Colonel Black wounded and disabled. The regimental loss was seventy-eight killed and wounded out of a total force of less than three hundred and fifty men and officers.

The regiment was re-formed by the officers at a point designated by Colonel Black, who halted the colors, and established the new lines, about four hundred and fifty yards from its former position on the hill, and was attacked here by the rebels, who charged across the prairie, but were driven back through the woods and over the brow of the hill.

Under command of Major Frisbie, the 37th participated in the pursuit of Hindman to Van Buren, on White River, Ark., leaving camp at Prairie Grove, on the 27th of December, and returning on the 31st, having marched one hundred and twenty miles in five days. After leaving Prairie Grove, the regiment was stationed for a brief period at Raleigh, and afterward, under Colonel Black, who was still all but disabled by wounds, participated in the engagement at Chalk Bluffs, near Cape Girardeau, where Lieutenant Joseph Eaton, of Co. "H," was killed. Early in June, it returned to St. Louis, where it embarked with Herron's division, of which it now formed a part, and proceeded down the Mississippi to Young's Point, crossed the Peninsula to Warrenton, below Vicksburg, on the 12th, and on the 15th joined Grant in front of Vicksburg, where Herron's command was assigned position on the extreme left of the Federal line, and was employed in picket duty and work on the intrenchments, until the capitulation of the city. The labors and fighting here were of the most extreme description; there was no cessation; the men were in the trenches day and night, the hours of duty numbering thirty-six out of every forty-eight. During the siege, and until the close of the war, Colonel Black was in every action in command of the regiment. After the surrender, it remained without the fortifications until the 12th of July, when Herron was ordered to reinforce N. P. Banks, at Port Hudson; but news being received of the surrender of the post, he was ordered on an expedition up the Yazoo River. In connection with the gun-boats he ascended the Yazoo River to Yazoo City, where he remained until the 23d, when the division returned to Port Hudson, and thence proceeded down the Mississippi to Carrollton, near New Orleans, where it went into camp. The only regiment under fire in the fight at Yazoo was the 37th, and it captured the only prisoners taken in action.

In October, the division of General Herron was transferred to the Thirteenth Army Corps, and as the Second Division of that corps embarked with Banks's expedition to the Rio Grande. The 37th, with the command, landed at Brazos Santiago, where a small force of the enemy was scattered, and on the 9th of November went into camp at Brownsville, on the Rio Grande, opposite the Mexican city of Matamoras. It remained in Brownsville, at Fort Brown, engaged in garrison duty until the 10th of February, 1864, when the three hundred and twenty-seven men, remaining of the one thousand and thirty-five who left Chicago in 1861, re-enlisted as veterans, and the following March 1864 returned to Chicago on veteran furlough, where the remainder of the regiment received a public welcome from the Board of Trade, to which it delivered its battle-worn flag, and received in return a new stand of colors. On the 26th of April, it again started for the front, reaching Memphis on the 29th. From Memphis, the regiment set out with General Sturgis's expedition

into western Tennessee and northern Mississippi, participating in several skirmishes with Forrest's cavalry. In May, the regiment joined its command at Simpsport, La., and, with the troops in General Canby's department, took part in various expeditions in the southwest during the succeeding months. In February, 1865, it was ordered to Pensacola, Florida, and thence to Mobile, where it arrived on April 2. The following day it took its position in the line of investment around Fort Blakely and, by the side of the 20th Iowa, joined in the charge upon the works on the 9th.

Justice has never been done to this, the last great engagement of the war; for be it remembered that Lee surrendered at ten o'clock a. m., and this contest took place at 5:50 p. m. of April 9, 1865. The fortifications around Blakely comprised a vast system of redoubts and connecting curtains, that stretched along the left bank of the Tensas (Alabama) River like a crescent, with its horns withdrawn and resting on the banks. It was manned by three thousand four hundred troops, had some forty great guns in position, was protected by ravines and abatis in front and an elaborate system of torpedoes, which covered the whole plain with their unseen dangers—the entire defense being supported by the gunboats that had, up to this time, escaped Farragut's fleet. The 37th Illinois, under command of Colonel Black, was on the extreme left of the assaulting lines. Next in order was the 20th Iowa, Lieutenant-Colonel J. B. Leake, afterward general, commanding. The necessary orders having been given, the various brigades and regiments, at five o'clock, took position in the trenches and awaited the signal for attack, which was given by six shotted guns, fired at 5:50 p. m. on the right. Immediately ten thousand men were in motion, driving straight for the front. Their onset was greeted by every gun, small and great, on the rebel side, the right of the lines being most fiercely opposed. The center and left reached the earth-works simultaneously, and, in ten minutes from the firing of the signal, they "held the fort." Every gun, all the battle-flags, an immense amount of war material, a mile of fortifications, three thousand prisoners of war, and the city of Mobile were the immediate fruits of the victory. But all this was not accomplished until six hundred of our men had been killed and wounded; yet during the ten minutes from the time the signal gun was fired until the last hostile flag went down, not the slightest wavering took place. At home, the people were so absorbed in the affairs around Richmond that this, as bloody, dashing and successful an episode as any in the war, was scarcely spoken of; and thousands do not know of it to-day.

The flag of the 37th Regiment was among the first over the walls. The second in command, Major Ransom Kennicott, since lieutenant-colonel, ably seconded his superior. Private James M. Culbertson, son of C. M. Culbertson, of Chicago, was the first man of the regiment on the works.

Very eulogistic mention was made, in official reports, of the 37th Illinois and its officers. Colonel Black was brevetted brigadier-general for "gallant and meritorious conduct in the assault on Blakely batteries." Other promotions and distinction followed. But the end of the war was reached. The 37th was, however, so much of a favorite that it was detained by the War Department until May 15, 1866, during which interval it was commanded by Colonel Kennicott, Colonel Black having resigned August 15, 1865. The regiment then was constituted a part of the corps of occupation in Texas, performing post and garrison duty at Galveston,

Sabine City, Beaumont, Columbus, Houston and other points. It was then (May 15, 1866) mustered out, and sent home. The 37th was in thirteen battles, sieges and skirmishes. It lost more than two hundred men in action and only had some ten prisoners captured. It was under fire fifty different days, marched on foot three thousand five hundred miles, traveled by rail and boat about twelve thousand miles, and campaigned in every Western and Southern State that was in hostility to the Government. It furnished one brevet major-general and one brevet brigadier-general to the Federal roster, and a number of officers to the regular army; also offering a number of regiments from its subalterns and its rank and file. The men who were once connected with it, and who are now respected and beloved citizens, may be counted by the score. As residents of Chicago may be mentioned Major E. A. Blodgett, of the Chicago West Division Street Railway Company; William P. Black, of Dent, Black & Cratty Bros., lawyers; General Julius White, real estate; Colonel E. B. Payne, lawyer; Colonel E. B. Messer; and Colonel Ransom Kennicott, in the United States Revenue Service. A marked peculiarity of the organization of this regiment was the youth of its officers, who were rarely over thirty years of age, and generally under twenty-five.

JULIUS WHITE is a native of New York, and was born in Cazenovia on the 29th of September, 1816. He first came to Chicago in 1836. Shortly after the inauguration of Abraham Lincoln, Mr. White received the appointment of collector of customs for the port of Chicago. But the civil war broke out, and he determined to enter the army, and the day of the first battle of Bull Run, he applied to the Secretary of War and obtained authority to raise a regiment of infantry. The regiment was mustered into the service of the United States as the 37th Illinois Regiment, on the 18th of September, 1861, and, under the command of Colonel White, who resigned the collectorship of customs, was assigned to service in Missouri, under General Fremont. In the campaign that followed, Colonel White commanded a brigade, and was wounded at the battle of Pea Ridge. For his services in this battle, he was promoted to the rank of brigadier-general, in June, 1862, and assigned to the Army of Virginia, under General Pope. He served under Colonel D. S. Miles at the defense of Harper's Ferry, in September, 1862, having been ordered there two days before the surrender, and was commended by the military commission which investigated the subject, as a "capable and courageous officer." Colonel D. S. Miles, who commanded the post, was obliged to surrender to the rebels, and General White became a prisoner of war. As soon as he was exchanged, he applied for immediate orders, and was assigned to the command of the Eastern District of Kentucky, a mountainous region overrun with guerrillas. During his command of this district he was engaged in several battles. Upon the organization of the Twenty-third Corps, in 1863, he was assigned to the command of the Second Division, and conducted the right wing of General Burnside's Army of the Ohio into East Tennessee, participating in the battles of Loudon and Knoxville. Returning home on sick leave, in the spring of 1864, he was, on his recovery, stationed at Springfield, then the rendezvous for drafted men and volunteers for the State of Illinois, where he remained until June, 1864, when he joined the Army of the Potomac, under General Meade. He was assigned to the Ninth Army Corps, and served for a time as chief-of-staff to General Burnside, and afterward as commander of the First Division of the Corps. He participated in a number of battles and engagements through the summer and fall of 1864, until he was prostrated by severe and protracted illness. This finally compelled his resignation, and he returned to private life. General White, during his military career, received the official commendation of every officer under whom he served, viz., Generals Meade, Burnside, Warren, Curtis, Pope and Jefferson C. Davis; was entrusted with a major-general's command during the whole of the last two years of his service, and was brevetted to that grade "for gallant and meritorious services during the war." In 1872, he was appointed, by President Grant, Minister-resident of the United States to the Argentine Republic. On his return from there, he resumed business in Chicago, where he has since resided, with the respect of the community, devoting much of his time to the relief of unemployed or disabled soldiers.

WILLIAM P. BLACK was born in Woodford County, Ky., November 11, 1842. His ancestry were Scotch-Irish, and for

several generations, on the paternal side, they were prominent Presbyterian ministers. Dr. John Black, his father, passed much of his life in the South, but closed his short and brilliant career, at the age of thirty-seven, in Allegheny City, Pa. In 1847, during the year of her husband's death, Mrs. Black removed to Danville, Ill., with her family of four children, William, the second son, being then less than five years of age. In 1850, she married Dr. William Fithian, an eminent and worthy gentleman, and a public character. In the fall of 1860, young Black entered Wabash College, Crawfordsville, Ind., pursuing his studies with energy and success, making and sustaining a reputation as a clear, brilliant and powerful speaker, his design being at that time to enter the ministry. But the outbreak of the war changed his plans and career.

On April 15, 1861, Mr. Black enlisted with about forty other students of the college, including his only brother, as a private soldier in Co. "I," 11th Indiana Infantry Zouaves, commanded by Colonel (afterward General) Lew Wallace. At the end of the three months' campaign he was mustered out as corporal, and at once engaged in the work of recruiting a company in Vermilion County, Ill., for the three years' service. As captain of this organization (Co. K), he was mustered into the service, in Chicago, September 18, 1861, being assigned to the 37th Illinois Infantry, then known as the "Fremont Rifles." He received his commission as captain on the first of month, being then less than nineteen years of age. This position he filled faithfully for over three years, sharing with his regiment its toilsome marches, brisk skirmishes, and bloody battles, chief among which may be mentioned Pea Ridge and Prairie Grove, Ark. (where one-third of the Federal forces were killed and wounded), the siege of Vicksburg (in the latter part of which Captain Black held the most responsible and dangerous position of brigade picket officer, in permanent charge of the brigade rifle-pits), and the occupation of Texas. The young officer was mustered out with a well-deserved reputation for faithfulness and bravery. Instead of pursuing his theological studies, he decided to follow the legal profession, and, in the fall of 1865, commenced his studies in the office of Arrington & Dent, Chicago. In about sixteen months, he was admitted to practice, and returned to Danville. He remained there but a year, however, and Judge Arrington having died, December 31, 1867, Mr. Black became a partner with Thomas Dent during the succeeding March. His career since that time, in his chosen profession, has been one continuous march of progress. His ability and courtesy have gained him hosts of clients, admirers and friends; and although his steps were diverted from the task of formally promulgating the Gospel, his character, as a business man, is a continual proof that he would not have chosen amiss. As a member for years, and an Elder for a time, of the First Presbyterian Church, of Chicago, he was always active in religious work, and both then and since, has given much time to evangelical labors. Mr. Black never has been a politician, but during the summer of 1872, upon moral ground, he opposed the Republican party and supported Greeley. As a man of letters, also, Mr. Black stands high; his contributions to the literature of the day being noted for a finish and brilliancy, which would make him a marked man, had he not given his time and best energies to his chosen profession. In recognition of his services as a lawyer and a literateur, in 1874, Wabash College conferred upon Captain Black, the degree of M. A. Mr. Black was married May 28, 1869, to Miss Hortensia M. MacGreal of Galveston, Texas, a Christian lady of strong intellect, ripe culture, and deep enthusiasm, of religious experience. She is the eldest daughter of the late Peter MacGreal, who was one of the leading lawyers of that commonwealth.

THIRTY-NINTH ILLINOIS INFANTRY.

YATES PHALANX.—The 39th Illinois, as originally organized, was distinctively a Chicago regiment, but failing to secure acceptance under either the "six-regiment bill" or "ten regiment bill," finally disbanded—several of the Chicago companies becoming identified with other regiments. In the original organization there were Chicago companies, commanded by Captains W. A. Peaslee, T. O. Osborne, O. L. Mann, J. C. Felton, H. Snyder, W. B. Slaughter (formerly pastor of the Wabash Avenue M. E. Church), Austin Light, W. H. Ranstead and D. Vaughn. On April 24, Captain W. A. Peaslee was elected colonel, and other officers were chosen. The regiment, then numbering one thousand men, was quartered in the old Wigwam, near Lake-street bridge. After being refused acceptance in May, as stated, wearied with repeated delays, the men

became discouraged, and a part of the companies disbanded or joined other regiments. The officers retained a skeleton organization, believing that more regiments must soon be needed, and some of the Chicago companies—companies made up of solid men—mostly mechanics in good circumstances, waited for the organization of their chosen regiment. The defeat at Manassas, which occurred while Captain Orrin L. Mann was at Washington, urging the acceptance of the regiment, gave Illinois the privilege of raising more troops. The 39th was accepted, the work of recruiting and reorganizing resumed with vigor, and it was finally mustered into United States service in August, 1861, all of its field and staff officers, and some of the line officers, being from Chicago.

Thomas O. Osborne was unanimously elected

Thos O Osborne Col

colonel, but resigned in favor of Captain Austin Light, late a sergeant in the regular cavalry, who had served in the Florida and Mexican wars, and who proved a most excellent drill-master for the regiment.

The field and staff officers were: Colonel, Austin Light; Lieutenant-Colonel, Thomas O. Osborne; Major, Orrin L. Mann; Adjutant, Frank B. Marshall; Quartermaster, Joseph A. Cutler; Surgeon, Samuel C. Blake; First Assistant-Surgeon, Charles M. Clark.

Companies "F" and "G" were largely officered in Chicago, Co. "F" being commanded by Captain Amasa Kennicott, and Co. "G" by Captain W. B. Slaughter.

On October 11, the regiment left Chicago for St. Louis, and on the 27th, left Benton Barracks for Williamsburg, Md., where it was attached to General Kelley's command, which formed a part of General Banks's corps. While at this point, Colonel Light was dismissed from service, on charges connected with his former army experiences, and Lieutenant-Colonel Osborne succeeded to the command of the regiment. On December 14, the 39th was armed with Springfield rifled muskets, and on the 18th moved to Hancock to reinforce General Kelley, who was threatened with an attack by Stonewall Jackson. On December 22, the regiment was sent across the Potomac into Morgan County, Va., where it remained until January 2, 1862, engaged in scouting and guarding portions of the Baltimore & Ohio Railroad. At that date (January 2), three companies were at Alpine Station, on the Baltimore & Ohio Railroad, opposite Hancock; two at Sir John's Run, three miles distant, also guarding railroad; one at Little Cacapon, and three under Major Mann, with a section of Muhlenburg's artillery, were stationed at Berkeley Springs, six miles south of Alpine Station. On the 3d, Major Mann, with forty men, while out on a scout, toward Winchester, was discovered by Stonewall Jackson's advance brigade, that general having commenced his movement toward Hancock with his entire command. In the skirmish which ensued, one of Major Mann's men was killed and eight wounded. The remainder succeeded in escaping to Berkeley Springs, where, with the aid of the artillery the three companies under Major Mann, held the whole Confederate force in check thirty-six hours—long enough to allow the remainder of the troops to cross the Potomac to Hancock, when the detachment at Berkeley fell back to Sir John's Run, where it forded the river to

Hancock through water four feet deep—the ice fringing both shores. The loss of the command was one killed, two wounded and fourteen prisoners.

On the day preceding Jackson's advance, several regiments had been withdrawn from Hancock to strengthen other points, which fact was duly reported by Confederate scouts; hence the advance in force toward Hancock to break up the railroad, capture the stores at Alpine Station and drive Kelley from his position at Hancock. The station was vigorously defended and the advance of the Confederates was practically a failure, they being forced to fall back without accomplishing the object of their expedition, except in destroying several railroad bridges. After the retreat of Jackson, the regiment again guarded railroads until March 13.

In February, 1862, General Banks, then holding the Shenandoah Valley, was ordered by McClellan to move the Fifth Corps to Manassas, and thence repair and hold the Manassas Gap Railroad to Strasburg, thus re-opening communication between the valley and Washington. At this time Stonewall Jackson, with his division of about twelve thousand men, was posted at Winchester, whither he had retired on the evacuation of Manassas. On the advance of Banks, he retired from that place, and, pursued by Shields's division, to which the 39th was then attached, fell back twenty miles south of Strasburg, while Shields returned to Winchester. During this movement, Banks had withdrawn the remainder of his troops from the valley, and Jackson, informed of the fact, retraced his steps, and on the 23d, attacked Shields near Winchester.

At the opening of the battle, Sullivan's brigade (the left of Shields's line), of which the 39th formed a part, was posted three miles out from the town, on the Strasburg road, as reserve to Kimball's division, covering the approaches in the direction of Strasburg. The first attack was by the enemy's right, Ashby's cavalry first charging the left of the line. The 39th Illinois, with part of the 8th Ohio and four pieces of artillery, all under command of Colonel Osborne, were sent to the support of the advance, and the enemy was there repulsed at all points, after which he made no further attempt upon the left during the day. The whole force of the Confederates, under Jackson, was transferred to the right of the Federal line, and a part of Sullivan's brigade was detached and sent to the support of that part of the field. After the defeat of Stonewall Jackson at Winchester, he was pursued again to Strasburg, whence he made his way southward, and Banks, with his troops, remained in the Shenandoah Valley, making Strasburg his headquarters.

From this time, the 39th was in charge of Lieutenant-Colonel Mann. With the 39th, two companies of the 1st Vermont Cavalry, and four pieces of artillery, he crossed the Massanutten ridge of mountains into the Luray Valley, and engaged the enemy at two different crossings of the Shenandoah River, capturing thirty-five prisoners and a fair-sized baggage train. Major D. W. Munn, now of Joliet, particularly distinguished himself in this engagement. Soon afterward, the 39th, with Shields's division, was detached from the Department of the Shenandoah, and assigned to the Department of the Rappahannock, commanded by General McDowell, who was then at Fredericksburg with an entire army corps, waiting to advance overland and attack Richmond, in co-operation with the Army of the Potomac, advancing by way of the peninsula. The 39th Illinois, 13th Indiana, 62d Ohio, and 67th Ohio, then composed

the Second Brigade of Shields's division, under command of General O. S. Ferry, of Connecticut. The division joined McDowell's command at Fredericksburg, and, on the 26th of May, that general moved from the place, to join McClellan at Hanover Court House, but had proceeded only a few miles when Shields's division was detached and ordered again to the Shenandoah Valley, to co-operate with Banks and Fremont against Jackson, who had made another irruption into the valley, threatening to attack and destroy their divided forces in detail. Before Shields could effect a junction with Banks, Fort Royal had been surrendered, and the Federal forces had been driven from Winchester, followed by Jackson, nearly to Harper's Ferry. "To head off Jackson" was now the important matter, and Shields hastened toward Strasburg, hoping thereby to unite with Fremont, advancing from the west, and thus prevent the skillful commander's escape. On the 31st of May, just as they were about effecting a junction, Jackson slipped between the two, and retreated up the valley. Then followed another long and fruitless pursuit. Shields's division advanced by the Luray Valley, and met Jackson at the crossing of the Shenandoah at Port Republic, where the Federal advance, under General Carroll, was repulsed, and Jackson continued his retreat toward Richmond, to reinforce Lee. General Ferry was subsequently assigned to the command of Shields's old division, and under him the 39th, on June 29, was sent up the James River, to reinforce McClellan, arriving during the engagement at Malvern Hill. It was immediately ordered to the front, and remained there until McClellan retreated, returning to Suffolk early in September. It there remained in camp until January, 1863, sharing in skirmishes at Black Water, Zurich and Franklin.

In January, 1863, the regiment proceeded, with General Foster's corps, to Newbern, N. C., to join Hunter's expedition against the defenses of Charleston Harbor. From Newbern, it was ordered to Hilton Head, S. C., and, on April 1, again embarked with Gilmore's expedition for the reduction of Fort Wagner. General Osborne then commanded the First Brigade of General Alfred H. Terry's (First) division, Gilmore's (Tenth) corps. Lieutenant-Colonel O. L. Mann commanded the regiment, which went into camp on Folly Island, April 2, 1863, after driving off the enemy's pickets, and remained there until July. On July 10, General Gilmore landed his troops on Morris Island, and immediately commenced operations for the reduction of Forts Sumter and Wagner and Battery Gregg. Fire was opened on Fort Sumter, August 17, and after several days' bombardment it was substantially silenced, but the siege of Wagner went on. The ground occupied by Gilmore's army, on Morris Island, was a stretch of low sand hills along the southern extremity of the island, opposite Fort Wagner. No tree, shrub or weed grew there, and the only shelter of the troops was light tents without floors, which were torn from the pins that held them during every gale. Fort Wagner was a strong inclosed work on the northern part of the island, Battery Gregg being on the extreme northern point. Fort Wagner mounted fifteen or twenty guns, which commanded the narrow approach from the south, over which, in rough weather, the sea swept from shore to shore, submerging batteries, and delaying the work of the sappers and miners. Between this portion of the approach and the fort, the ground was filled with torpedo mines. After the unsuccessful attack of the 18th of July, the men were continuously under a rain of fire and shells; and, under that fire, in the midst of clouds

of burning sand, that fairly lacerated the flesh, they advanced their parallels until, on the 20th of August, a portion of Terry's division was ordered to carry the ridge, about two hundred and fifty yards from the fort, at the point of the bayonet, and to hold it. This was successfully done, the Confederate sharpshooters retiring to the fort. September 5, the bombardment of Wagner commenced, and was continued forty-two hours, when an assault was ordered, in which the 39th, led by Lieutenant-Colonel Mann, displayed most conspicuous courage and gallantry. The fort was captured, and the 39th was in possession, as a trophy, of the gun from which was fired the first shot on Sumter. Sixty prisoners were captured in the works. Captain Joseph Woodruff, Co. "K," and several men, were killed in Fort Gregg, while on duty, by the explosion of a shell, fired from a rebel battery.

On December 7, the regiment returned to Hilton Head, where the men re-enlisted as veterans (being the first in the Department of the South that so re-enlisted), and returned home on furlough and to recruit. On March 19, 1864, they started again for the front, joining the Army of the James, at Yorktown, and moving thence up the James to Bermuda Hundred, where they landed on May 5,—this point of debarkation being a narrow neck of land between the James and Appomattox rivers—ten miles north of Petersburg, and twenty miles south of Richmond. A defensive front across the neck of land was immediately thrown up, and Butler's line formed, with his right resting on the James, and his left (Gilmore's corps) on the Appomattox. Between the army and Richmond, were lines of Confederate intrenchments, batteries and forts; one of the strongest fortifications being at Drury's Bluff, on the south bank of the James. On the morning of the 12th, General Butler made a general advance toward Richmond. Gilmore's corps, on his left, was ordered to attack the right of the enemy's outer line of defenses, on Wooldridge's Hill, which it succeeded in turning, and holding the position; which, however, only revealed an interior line, extending on the Confederate left to Drury's Bluff, and on their right beyond any point visible. The position gained by Gilmore, too, was so commanded by their works as to be useless.

An attack on the inner works was ordered for the morning of the 16th, but during the night of the 15th, Beauregard, taking advantage of a dense fog, and an unfortunate break in the picket line of the Union forces, made a savage attack on Butler's position—commencing an assault upon the right, held by Smith's corps, quickly followed by repeated attacks upon Gilmore's line, of which Osborne's brigade formed the extreme left. As the right was gradually pressed back, Terry's division was ordered to Smith's support, and was there engaged in a hot and fierce contest, until the whole army was ordered back within the intrenchments at Bermuda Hundred. Captain James Wightman and Adjutant J. D. Walker were killed while cheering on their men, and General Osborne, Major S. S. Linton, Captain H. M. Phillips, Lieutenant A. W. Wheeler, Lieutenant Kidder and Lieutenant Kingsbury were severely wounded. The total number killed, wounded and missing in the regiment, was two hundred.

On May 20, the rifle-pits in front of Terry's division were captured by the enemy, and a bloody fight ensued for their re-capture; forty being killed and wounded in the 39th. In this engagement, which occurred near Wier Bottom Church, the regiment captured a large number of prisoners, among whom was Briga-

dier-General Walker. Lieutenant-Colonel Mann, who commanded the 39th, was seriously wounded in the fight, leaving the regiment without a field officer. On June 2, the regiment was again engaged in front of the lines at Bermuda Hundred, losing a large number in killed, wounded and missing. Lieutenant Albert W. Fellows was among the killed, and Lieutenant A. C. Sweetzer lost a leg. Again, on the morning of the 16th of June, having then been moved forward to the Petersburg & Richmond Railroad, the 39th met the enemy under Longstreet, and in the encounter which ensued, lost

O. F. Mann

about thirty-five men; Captain O. F. Rudd, a most accomplished and brave officer, there receiving a mortal wound. During the several engagements at Bermuda Hundred, from May 20 to June 19, the total loss of the 39th was twenty-three killed, one hundred and thirty wounded, and thirteen missing.

On August 14, it crossed the river, and on the 15th and 16th was engaged with the Tenth Corps in the battles at Deep Bottom, or Bailey's, Creek, on the north bank of the James River; the expedition being commanded by General Hancock of the Second Corps. Terry's division made a direct attack on the enemy's left flank on the morning of the 16th, and succeeded in carrying the line, capturing three colors and two or three hundred prisoners, the 39th losing twenty-six killed, seventy-seven wounded and eight missing. On October 7, it met the enemy near Chapin's Farm, and held its hastily constructed works against three charges; and again, on the 13th of October, took part in a charge on the Confederate works on the Darbytown Road, seven miles from Richmond. Out of two hundred and fifty men who went into this charge, seventy-two fell; fifteen killed, fifty-seven wounded. During the winter of 1864-65, it was engaged in frequent skirmishes but no regular engagements. During March, 1865, it received about one hundred recruits, and on the 27th of that month, with the First Brigade (Colonel Osborne), First Division (General Foster), General Gibbon's corps, to which it has been transferred, took position on the left of the Army of the Potomac for operations against Petersburg.

Captain Homer A. Plimpton commanded the regiment. After the assault and forcing of the enemy's intrenchments at Hatcher's Run, Foster's division was thrown forward to assault Forts Gregg and Alexander, two strong, inclosed works, the most salient and commanding south of Petersburg. The former, Fort Gregg, which was stormed by Osborne's brigade, was held by Harris's Mississippi Brigade, and was defended with the utmost bravery and intrepidity. In the assault against this stronghold, the 39th Illinois and the 13th Indiana fought side by side, and both fought gallantly and well. The charge of the 39th was made across an open swamp, with a heavy fire from front and sides ploughing through the ranks. Just at the base of the fort was a ditch twelve feet wide and ten feet deep, with steep, slippery sides. Into this the men rushed, and climbing the opposite side, by digging footholds in the bank with their bayonets, gained the fort, and, after a hand-to-hand struggle of half an hour, triumphantly planted their flag on the parapet.

As a testimonial to the exceptional bravery displayed, a magnificent brazen eagle, cast for the purpose, was presented to the regiment, for its color-staff; Colonel Osborne was made a brigadier-general, and the color-sergeant, Henry M. Day, who was severely wounded while planting the colors on the fort, was presented with a medal-of-honor by the War Department for gallantry on the field. General Osborne's brigade led the advance of the army in the pursuit of Lee, and by a prompt movement succeeded in gaining the Lynchburg road, and preventing the escape of his forces—that being his only line of retreat. After witnessing the surrender, the 39th was sent to Richmond, where it remained until August, thence to Norfolk, where it was mustered out of service, December 6, 1865, and immediately started for Illinois, arriving at Camp

Butler, Springfield, on the 12th of the same month, where it received final pay and discharge. The 39th was a "Lone Star" wherever it served, but maintained the splendid reputation that its State had for good soldiery. The records show that it had more men killed and wounded than any other regiment from the State. The 20th Illinois, however, had a larger number actually killed.

ORRIN L. MANN was born in Chardon, Geauga Co., Ohio, November 25, 1833. Removing with his parents to Michigan, while still in infancy, his youth and early manhood was spent in that State. First working on a farm, then as a blacksmith, and finally devoting two years to study at Albion Seminary, Mich., he struggled along until 1853, when he came to Chicago and commenced teaching, in order to acquire the means for still further continuing his studies. In 1856, he entered college at Ann Arbor, but was compelled, by reason of ill health, to abandon his studies in his junior year, when he again returned to Chicago. At the breaking out of the War of the Rebellion, all his energy and enthusiasm were aroused in the Union cause. As early as the latter part of April, the work of recruiting for the "Yates Phalanx" commenced. Mr. Mann first enlisted as a private, and soon raised a company for this regiment. His war record is included in that of the 39th Illinois Infantry. Elected major at the reorganization of the regiment, he was promoted lieutenant-colonel after his gallant defense of his position, near Bath, Va., and, Colonel Osborne being in charge of a brigade, he led the regiment in several severe engagements in the Shenandoah and Luray valleys, and at Morris Island, in the siege of Forts Wagner and Gregg, commanded the brigade which stormed and captured the former. Part of the winter of 1863-64, he spent in Chicago, recruiting for the 39th. Returning with his command to the East, in the spring of 1864, it was assigned to the Army of the James, General B. F. Butler. Proceeding up the James to Bermuda Hundred, Lieutenant-Colonel Mann engaged in the severe battle before Drury Bluffs, in which Colonel Osborne was seriously wounded, and many other field and line officers were either killed or wounded. The command devolved on Lieutenant-Colonel Mann, and in the gallant charge at Wier Bottom Church, May 20, 1864, to regain possession of a line of rifle-pits, captured by Longstreet's troops, he led the charge with his regiment, capturing a large number of prisoners, and driving the Confederates from the position in front of our intrenchments. He received at this time a severe wound, which confined him to the hospital until autumn. For gallantry in this action, he was brevetted brigadier-general. During the early winter of 1864, he served on a court-martial at Fortress Monroe, and on January 1, 1865, was assigned to staff duty under Major-General Ord, and served as provost marshal of the District of Eastern Virginia, with headquarters at Norfolk. After the fall of Richmond, General Mann received his commission as colonel, with orders to join his regiment at that point, but the civil authorities proving inadequate to the task of governing Norfolk, he was assigned to the full command of the Southeastern District, with headquarters at that place. Again assuming the office of provost marshal, with power according to his brevet rank, he organized a military commission, and soon succeeded in reducing to quiet the turbulent elements of the still half-rebellious district. General Mann remained at Norfolk until December, 1865, when he returned to Illinois, to be mustered out of service with his regiment. Soon after the close of his military career, he received an appointment as collector of internal

NATCHITOCHES UNION.

DAILY.

Natchitoches, La., April 4th, 1864.

NATCHITOCHES UNION.

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OUR TICKET.

FOR PRESIDENT,
 ABRAHAM LINCOLN,
 of Illinois.

FOR VICE PRESIDENT,
 ANDREW JOHNSON,
 of Tennessee.

OUR SANCUTION.—We are wonder-
 fully annoyed by officers and soldiers
 walking into our sanctum sanctorum
 without an invitation. A hint to the
 wicks is sufficient.

The New Era.

The Yankees have come—and are
 still coming. The day of retributive
 vengeance is coming also—vengeance
 —not on helpless women and innocent
 babes, nor on the *great mass of the people*,
 but on those wicked and designing men
 who have been the cause of all your
 woes. People of the State of Louisiana
 a little more than three years ago, this
 was the garden spot of the Sunny South.
 The vast plains watered by the Missis-
 sippi, Red River, Bayou Teche and the
 Atchafalaya—the most fertile regions
 in the world—were teeming with
 wealth, dotted with innumerable villas,
 and tree mansions and beautiful planta-
 tions, nature and art vying in their
 adornment, each plantation a village
 in itself—a kind of independent sov-
 ereignty, of which the planter, "the monarch
 of all he surveyed" was the prince.
 Careful, elegance and refinement char-
 acterized every home, and all that heart
 could wish was yours.

Your resources were developed, your
 trade and commerce protected by a
 most beneficent government, whose ex-
 ecutive was sworn to protect you in all
 your interests, in all your local laws
 which your State Legislature had en-
 acted, or should come under the Con-
 stitution of the United States and the
 National Congress, in which you had a
 large representation.

What more could you want any people
 ask? Living under the protective
 folds of the flag of the best government
 under the sun, you did fear to rival the
 Indies in wealth, and you were a happy,
 prosperous people.

For a mighty change has taken place.

Ambitious, designing men, who were
 willing to sacrifice the happiness of
 the country, who hesitated at no
 means of gratifying the cravings of
 their selfish ambition, have plunged
 you in the vortex of a civil war, and
 brought ruin and misery upon your heads.
 "There was war and with it was death
 and blood, and wrote his name on fields and
 cities desolate."

Your beautiful homes have been laid
 waste, sorrow and mourning have been
 brought to every forehead, some of you
 best blood has been spilled—your com-
 merce has been destroyed, and you
 have been slaves to a "Reign of Terror"
 scarcely less horrible than that which
 existed in France during her bloody
 Revolution. Your sons, your husbands
 and your fathers have been torn from
 your arms, and compelled to shed their
 blood in a tyrant's cause. Hundreds
 of your citizens—compelled to take up
 arms against the United States Govern-
 ment—have been hunted down by
 negro hounds, and by men—scarcely
 less fierce and blood-thirsty than the
 brutes themselves—and mercilessly
 shot or hanged.

Your domestic peace and happiness
 have been destroyed, and the happiness
 of those of all ages the most sweet and
 sacred, exists but in memory.

And where are the golden promises
 of your leaders? Have they ever ful-
 filled them? Can they ever fulfill them?
 They have deceived you from the be-
 ginning. Honors—promises has
 been broken, and, in fact, in no single
 instance have they fulfilled a promise
 that they have made to you.

They have plunged you into misery
 and ruin, and the history of your
 State for the past three years, is written
 in tears and blood.

But a brighter day is coming. Turn
 the black wheel of this age around, and
 once you, is a rift, through which
 the Sun of peace shines with eloquent
 rays. It is as inevitable as the de-
 crees of Fate, that our arms, wielded
 in so just a cause, must be victorious, and
 the chain of your shackles will be
 broken. And you can reason the day.
 Thousands of your people have been
 only waiting for an opportunity to re-
 new their allegiance to the "Old Flag"
 and that opportunity has now come.
 Now is the time to strike.

Of one thing you may be certain, that
 we shall never cease to fight till we
 have a great Northern State to the Gulf
 of Mexico—from the Atlantic to the
 Pacific—there is but one People, one
 Flag, ONE GOVERNMENT!

Escaped Union Prisoners.

As the advance guard of the 3d
 Division of the 13th Army Corps
 were marching on Natchitoches, they
 were approached by two men, who
 from their appearance, were at first
 supposed to be rebel deserters, but
 upon a more intimate acquaintance
 they proved to be E. Resnoix and
 J. M. Towns, of Co. B, 19th R. g't
 Iowa volunteers. We run up their
 history as follows:

They were captured on the 26th of
 September last, near Morganza, La.,
 and were taken to Tyler, Texas, where
 they remained a short time, and then
 were marched to Scurryport, on Red
 river, where they remained through
 the winter, suffering for the want of

clothing and blankets, having been
 robbed of all their possessions by the
 roving devils who captured them.
 They were kept a short time at Green
 wood, a small town some three miles
 from the Texas line, where they made
 their escape on the night of the 26th
 ult. The rebels beginning alarmed at
 the near approach of Steele's cavalry
 had ordered that all the Union pris-
 oners be hurried off again to Tyler.
 They thought that they had traveled
 far enough at Confederate expense,
 and would try to walk about a little
 on their own hook. To attempt to
 escape in such a country, so far from
 the Union lines required a good deal
 of courage, but they were equal to the
 task. The manner adopted to carry
 out their purpose was rather a novel
 one, indeed. They dug a hole in the
 ground large enough to hold them,
 and crissled in and were covered in
 by a comrade who did not feel strong
 enough to attempt to escape with
 them. Here they remained until the
 burtheners had left the place, when
 they came out of their hiding place
 and started for Alexandria where
 they supposed they would find our
 army. But they were saved much
 trouble by meeting our advance, as
 before stated. They met with many
 narrow escapes from falling into the
 rebels hands again, but in this case,
 as in many others, fortune favored the
 brave, and they are now in the en-
 joyment of liberty with the Union army.
 We understand they had valuable in-
 formation to communicate to Head
 quarters. By their request they have
 been assigned to duty as Provost
 Guards in the 3d Division of the 13th
 Corps.

Progress of Union sentiment.

A our advancing and victorious
 Union army enters and takes undis-
 puted possession of the smart little
 towns along its line of march, it is
 truly interesting to witness the gradual
 decline of Southern prejudice
 against the "Yankee nation," as devel-
 oped by the peculiar manner of the
 ladies towards the solds. When the
 soldiers first enter the town and com-
 mence to promenade the streets, they
 see nothing but closed doors and close-
 ly curtained windows, that gives to
 every house a complete gnomewar
 from home appearance, and would lead
 one not acquainted with their "sly
 tricks" to suppose that he had entered
 the silent city of the dead. At the end
 of the second hour the smallest
 possible corner of the curtain is seen
 to rise slightly and a small portion of
 the "human face divine" is seen to
 dart suddenly back from the light and
 the curtain falls again to its place a-
 before. At the end of the third hour
 one half of the curtain is drawn aside,
 and a solemn though pretty face is
 seen in very near proximity to the
 glass, while the body is hidden by the
 folds of the drapery that covers the

other half of the window. At the
 end of the fourth hour both curtains
 are drawn aside and the dear creature
 stands courageously exposing her lovely
 form to the admiring gaze of the
 vulgar Yankees as they pass. At the
 end of the fifth hour the door is seen
 to open a few inches and a female profile
 is seen protruding through the
 slight opening, and a nice little waiter
 advances as far as the outer edge of
 the door sill, and taper fingers steal
 out and play with the knob of the
 door. At the end of the sixth hour,
 the door is thrown back against the
 wall, and its place supplied by the
 ample drapery of a full dressed Southern
 belle, and the passing soldier hears a
 few notes of the "Daisy Blue Flag,"
 sung very soft and low. At the end
 of the seventh hour she actually ven-
 tures to stand upon the verandah
 steps and even smile upon the "vandal"
 on the sidewalk. At the end of the
 eighth hour she has discovered that
 Yankees have no horns, and ventures
 down to the gate, and placing both
 hands upon the pickets, bends her
 head forward and looks first up and
 then down the street, and laughs
 heartily at the pranks of some officers
 on fractions horse, and exclaims "Oh my
 God he will surely be hurt." At the ninth
 hour approaches its close she stands
 on one side of the gate and chats
 freely with a real living Yankee on
 the other, while both their hands play
 with the latch. At the mid of the
 tenth hour the gate is opened and
 both have disappeared, but where
 they have gone is nobody's business,
 but the "Union as it is, to go," is
 restored, as far as they are concerned
 at least. It is thus that the Uni-
 on sentiment is restored wherever the
 army goes.

False Impressions.

We beg to assure our citizens that
 all Yankees look very much like other
 American people, and that there are
 among our soldiers as brave as mis-
 shapen beings, as has been represented.
 For some it may seem superfluous to
 make this statement, but we are led to
 it by overhearing a lady ask a soldier
 if it was true that some of our troops
 had but one eye, and that in the middle
 of the forehead, as she had been told by
 Confederate soldiers. The wicked sol-
 dier gravely informed her that it was
 not true; that there was a regiment
 of them, and that they dressed in an
 eastern costume, wearing very broad
 red trousers, and that many of them
 were Amosites. The good woman de-
 clared she would watch and wait, that
 she might see them when they came.
 Such misrepresentations only tend to
 damage the rebel cause.

revenue for the First District of Illinois, and later entered into the business of brick making, in which he was still engaged at the time of the great fire of 1871, from the effects of which he lost heavily. Rallying from this disaster, he embarked in the real estate business, in which he is still engaged, the firm now being Mann & Congdon. General Mann has served a term in the State Legislature (1874-76), was coroner of Cook County from 1878 to 1880, and from November 1880, to November 1882, held the office of sheriff of Cook County. He was married at Ann Arbor, Mich., August, 1862, to Adelia A. Sawyer, their children being May, June and Maud.

FORTY-SECOND ILLINOIS INFANTRY.

THE FORTY-SECOND REGIMENT was organized at Chicago, July 22, 1861, as the 1st Regiment, Douglas Brigade, by Colonel William A. Webb. In August, the regiment went into camp at Cottage Grove, the 2d and 3d regiments of the "Brigade" (afterward the 51st and 55th Illinois) being also in camp at the same time. There the regiment was thoroughly drilled by Lieutenant-Colonel Malmberg, an excellent Swedish military scholar and disciplinarian, who had left the Land Department of the Illinois Central Railroad to occupy that position. At the time of its organization, the 42d had four Chicago companies—"Robbins Rifles," Captain George Vardan; "Mystic Rifles," Captain W. H. Boomer; "Drummond Guards," Captain Charles C. Phillips; and "Roberts Guards," Captain Joseph N. Gettman. Various changes were made before the regiment was mustered into service, but its companies, besides those mentioned, were mainly recruited in Cook County. It was mustered into service September 17, 1861, one thousand and fifty-one strong, under the following officers:

Field and Staff (all of Chicago except Chaplain).—Colonel, William A. Webb; Lieutenant-Colonel, David Stewart; Major,

W. A. Webb

George W. Roberts; Adjutant, Edward H. Brown; Quartermaster, Edward D. Swartout; Surgeon, Edwin Powell; First Assistant Surgeon, E. O. F. Roler; Chaplain, G. L. S. Stiff, of Rockford.

Line Officers.—Co. "A": Captain, Charles Northrup; First Lieutenant, Hamilton M. Way; Second Lieutenant, Elijah S. Church. Co. "B": Captain, George Vardan; First Lieutenant, Alexander F. Stevenson; Second Lieutenant, Julius Lettman. Co. "C": Captain, Nathan H. Walworth; First Lieutenant, James L. Gibson; Second Lieutenant, Nicholas P. Ferguson. Co. "D": Captain, Bela P. Clark; First Lieutenant, Robert Ranny; Second Lieutenant, Jared W. Richards. Co. "E": Captain, David W. Norton; First Lieutenant, William R. Townsend; Second Lieutenant, Nathaniel H. DuFoe. Co. "F": Captain, Charles C. Phillips; First Lieutenant, William D. Williams; Second Lieutenant, Andrew H. Granger. Co. "G": Captain, William H. Boomer; First Lieutenant, Joseph N. Gettman; Second Lieutenant, John W. Smith. Co. "H": Captain, John H. Hottenstein; First Lieutenant, George D. Curtis; Second Lieutenant, Alexander J. H. Brown. Co. "I": Captain, Edgar D. Swain; First Lieutenant, William P. Andrews; Second Lieutenant, Origen Lovell. Co. "K": Captain, Jesse D. Butts; First Lieutenant, Joseph W. Foster; Second Lieutenant, Gilbert L. Barnes.

The 42d Illinois was thoroughly equipped by the Chicago War Committee, and left the city for St. Louis on September 20. On the 18th of October, by order of General Fremont, it joined General Hunter at Tipton, Mo., and was assigned to General John M. Palmer's brigade, then encamped at Warsaw, Mo. It reached Warsaw, October 25, and went into camp, remaining until November 1, when it was ordered to move to Springfield, which Hunter and Pope had occupied since the removal of Fremont. The regiment was obliged to leave Warsaw on an hour's notice, and, being destitute

of means of transportation, had to leave its tents behind—marching the distance of ninety-seven miles in sixty-two hours. After remaining in Springfield from the night of the 4th until the 9th, on the evacuation of the city by the Union forces, it returned to Warsaw, and thence moved to Smithton, Mo., where it went into winter quarters, December 13. The regiment suffered terribly from the effects of this forced and unnecessary march to Springfield and return. For fifteen days it was entirely without shelter. The men, wrapping their blankets around them, would lie down to sleep in the chilly air, with only the sky for a roof, and, tired and exhausted, in the morning would begin again the fatiguing march. It was a new experience thus early in the war, and brought inevitable sickness in its train. Colonel Webb, acting Lieutenant-Colonel Roberts (promoted in place of David Stuart, resigned), and many of the men were prostrated before the regiment reached Smithton. Colonel Webb never rallied. He died at Smithton, December 24, 1861, of typhoid fever.

WILLIAM A. WEBB was a native of Maine. He was a graduate of West Point, and, in 1853, received the commission of brevet second lieutenant, in the 4th U. S. Infantry, being subsequently commissioned first lieutenant in the 5th Infantry. At the breaking out of the war, he received a commission dated May 14, 1861, as captain in the 16th Infantry. He subsequently accepted the position of mustering officer and of commissary of subsistence, at Chicago, and, under his superintendence, many of the regiments which left the city, were organized. At the time of the organization of the Douglas Brigade, Captain Webb took an especial interest in its formation, and so largely gained the affections of the men that he was unanimously elected colonel of the first regiment of the brigade; a position which he accepted, with the permission of the War Department. After conducting the regiment to Missouri, he returned to Chicago to settle the affairs of his office, and then, leaving it in charge of Lieutenant John Christopher, re-joined his command at Tipton, and after a brief period of active service, succumbed to the united influence of exposure and fatigue. Young, brave and handsome, he was almost an idol with his soldiers, and was beloved and respected by all. He was buried at Chicago, with military honors, December 28, 1861.

On the death of Colonel Webb, Lieutenant-Colonel Roberts was promoted colonel, and the regiment remained in camp at Smithton, until February 3, 1862, when it proceeded, via St. Charles, Mo., to Fort Holt, Ky., which it occupied until March 4, and thence moved to Columbus. It left the latter place, on the 15th, for Island No. 10, where it remained in active service until the surrender of the post, on April 11. On the night of April 1, an expedition, under Colonel Roberts, was sent to the upper, or No. 10, Fort, which succeeded in spiking the guns of the rebel battery, and returned unscathed. The expedition embarked at midnight in boats, fitted out with men from the 42d regiment and seamen belonging to the squadron, and in the midst of a terrible thunder storm, set out for its destination. Colonel Roberts had previously ascertained accurately the locality of the battery, but owing to the dense darkness, and the violence of the storm, the bend in the river, where it was situated, was passed without the members of the expedition discerning it, until a flash of lightning showed that they were within a few rods of its face. The lightning also revealed to the sentinels the approach of the boats, and without waiting to look further, they fired wildly, and fled. The soldiers landed, silently climbed up the earthworks, swung over the parapet, and quickly the six guns were spiked, two sixty-four pounders, three eighty pounders, and one nine-inch pivot gun with cushion lock. After the surrender of the Island, the 42d joined General Pope's forces, and with them proceeded down the Mississippi toward Fort Pillow, where, on the 14th of April, Pope's command was ordered to join Halleck's

forces, then moving toward Corinth. Embarking on transports, the troops steamed up the Tennessee, and reached Hamburg, landing April 22. There, on the 24th, Pope's command was partially reorganized, the 42d, 22d, 27th and 51st Illinois regiments, with Houghtaling's battery, constituting the First Brigade (General John M. Palmer), First Division (General E. A. Paine), Army of the Mississippi. Pope's command left camp at Hamburg, April 27th, and, on the 30th, established a new camp some eight miles north of Farmington, Miss., which place was held as an advance post by the Confederates. On May 3, Paine's division was detailed for a reconnaissance in force. Proceeding some five miles toward Farmington, the enemy's pickets were encountered, and driven back to their reserves, which, from behind barricades of fallen trees, kept up a sharp fire on the approaching column. The 42d Illinois, 10th and 14th Michigan, and Houghtaling's battery, all under Colonel Roberts, were there detached from the division, and ordered to the right, taking the road leading to Nichols's Ford, where they arrived and remained until five o'clock in the afternoon, guarding the ford, to prevent a movement of the Confederates on Paine's right flank. They then joined the main force a little north of Farmington. This movement had driven the enemy through the swamp north of the town, while its participants repaired the bridge over Seven Mile Creek, and finally pressed the rebels until they retreated through Farmington toward Corinth, leaving the town in possession of the Union forces. Pickets were advanced to the south of Farmington, and a telegraphic station established there. On the morning of the 9th, the advanced pickets were attacked by a heavy force of the enemy, and driven back to their reserves. Palmer's brigade was ordered to the front, to their relief, and a hot engagement ensued—the brigade and advanced guard becoming engaged with the troops of Bragg, Van Dorn and Hardee, who had moved out from Corinth, to drive Pope back toward the Tennessee. The battle was fiercely contested for nearly five hours, when, the enemy threatening to outflank Palmer, he withdrew, in accordance with orders, to the main force south of Seven Mile Creek. The enemy did not pursue, but retired through Farmington to Corinth. The 42d Illinois lost two killed and twelve wounded in the engagement.

On the 17th, the regiment, with its brigade, marched to Farmington, where intrenchments were thrown up, and the Army of the Mississippi remained until the 29th. On the 28th, General Rosecrans assumed command of the right wing, Army of the Mississippi, (Paine's and Stanley's divisions) and, on the 29th, the advance toward Corinth re-commenced. On the night of the 30th, Beauregard evacuated the city, and Palmer's brigade, marching by the direct road from Farmington, was among the first troops to enter the captured works, and the flag of the 42d Illinois one of the first that floated in the town. At five o'clock in the afternoon, the regiment, with Paine's column, moved in pursuit of the enemy, taking the advance at the crossing of Tusculum Bridge on the evening of the 31st. The enemy disputing the passage of this bridge with artillery planted on the opposite bank, Colonel Roberts, with the 42d, blazed a road to a point three-quarters of a mile above, where a foot-bridge was constructed of fallen trees, over which his command passed, and the following morning took possession of Danville, from which the enemy retreated. The following day, the First Brigade, Colonel Roberts commanding, reached Booneville, and encamped, remaining until the 4th, when it was again

ordered forward as support to a force of cavalry and artillery under General Gordon Granger. With Granger, the command continued the pursuit nearly to Baldwin, Miss., where it was discontinued and the regiment returned to camp at Booneville. General Granger says, in his report,

"Too much praise can not be awarded to Colonel Roberts and his splendid brigade for their promptitude and eagerness to follow the enemy."

On June 5, the regiment made a reconnaissance on the Blackhead Road; but no enemy being discovered, returned to camp, and remained until the 11th, when the brigade moved back to camp at Big Spring, near Corinth.

On June 10, Buell left Corinth with the Army of the Ohio, to follow up Bragg; and, June 27, Pope was assigned to the Army of the Potomac. In the reorganization of the Army of the Mississippi, at Corinth, Colonel Palmer was placed in command of the First Division, and Colonel Roberts succeeded him in command of the First Brigade, Lieutenant-Colonel Charles Northrup succeeding in command of the 42d Illinois. On July 20, the division left camp at Big Spring, it having been assigned to guard the line of the Memphis and Charleston Railroad. The 42d was ordered to Tusculum and thence sent to Courtland, Ala., where it was stationed from July 25 to September 3, 1862, doing good service in the warfare against the guerrilla bands that infested the region, constantly threatening the Federal lines of communication. On September 3, with Palmer's division, the regiment commenced its march toward Nashville, Bragg having crossed the Tennessee on his raid into the North. The division reached Nashville September 13, after a harassing and difficult march and some skirmishes with the enemy, in one of which, at Columbia, Tenn., September 9, one man of the 42d was killed. Lieutenant-Colonel Northrup resigned on September 7, and Major N. H. Walworth assumed command.

With Negley's division, the command of General Palmer garrisoned Nashville from the time of Buell's departure, September 15, until the arrival of Rosecrans, November 10. Communication with the North being completely cut off during that time, and the two divisions entirely isolated from any other portion of the Federal Army, they were obliged to live "from hand to mouth" as best they could. Railroad communication was opened with Louisville a few days later. On the 6th of November, the 42d assisted in repelling an attack of the Confederate cavalry, under Morgan and Forrest, on Nashville, and a little later surprised and captured Captain Porch, with a squad of Morgan's men, bringing in their arms and horses.

In the organization of the Army of the Cumberland, December 10, the 42d Illinois, Lieutenant-Colonel Nathan H. Walworth commanding, was assigned, with Roberts's brigade, to Sheridan's (Third) division, Right Wing, General McCook. The division, which consisted of Roberts's, Saeffer's and Sill's brigades, left Camp Sheridan, on the Nolensville pike, near Nashville, on the 26th of December, 1862, to meet Bragg's army at Murfreesboro'. On the 30th, the division, then the advance column of the right wing, arrived at a point about three miles from Murfreesboro', where the enemy's infantry pickets were encountered and driven back nearly a mile, when the resistance became so strong that Sheridan formed line of battle—Roberts on the left, Sill on the right, Saeffer in reserve—and placed his artillery in position. His line was formed to the right of the Wilkinson pike, and, at two o'clock

p. m., the whole line advanced, the skirmishers clearing the line in front. At sundown, position was taken for the coming conflict—Davis's division of McCook's corps joining Sheridan's right, but thrown back so as to form nearly a right angle with it. Negley's division joined Sheridan's on the left. Early on the morning of the 31st, Sill's brigade was attacked, and, after a severe struggle, drove the enemy back to his intrenchments; but General Sill, a brave and much beloved officer, was killed during the conflict. As the right of McCook's corps fell back in disorder, the attack was renewed on Sheridan's right, which was now exposed to fire from the enemy in front and rear. Sill's brigade, and the reserve brigade which had been sent to its support, were withdrawn, and Roberts was ordered to charge the enemy with his brigade, while the other troops were being re-formed. This was, in Sheridan's words, "very gallantly done," the brigade capturing one piece of artillery, and holding the enemy in check until a new line was formed, to which Roberts's brigade then fell back. In this position, the division fought until its right was again turned, when it was ordered to move to the left and form on Negley's right, Roberts's brigade being placed at right angles to Negley's line, facing south, and the other two brigades at right angles to Roberts's, facing west. In the latter angle thus formed, known as the "bloody angle,"* sections of Hescok's and Bush's batteries were placed. General Sheridan says of the engagement at this crisis:

"In this position I was immediately attacked, when one of the bitterest and most sanguinary contests of the whole day occurred. General Cheatham's division advanced on Roberts's brigade, and heavy masses of the enemy, with three batteries of artillery, advanced over the open ground which I had occupied in the previous part of the engagement, at the same time the enemy opening from their intrenchments in the direction of Murfreesboro'. The contest then became terrible. The enemy made three attacks and were three times repulsed, the artillery range of the respective batteries being not over two hundred yards. In these attacks Roberts's brigade lost its gallant commander, who was killed. There was no sign of faltering with the men; the only cry being for more ammunition, which, unfortunately, could not be supplied on account of the discomfiture of the troops on the right of our wing, which allowed the enemy to come in and capture our train."

The division held its ground until the ammunition was almost utterly exhausted, and until Lieutenant Taliaferro, commanding a section of the battery at the angle formed by Roberts's and Shaeffer's brigades, was killed and his horses shot, and the other batteries were disabled or captured. Shaeffer's brigade, entirely out of ammunition, was then ordered to fix bayonets and await the enemy. Roberts's brigade was ordered to fall back fighting. This it did, passing through the cedars in the rear unbroken, and was put again into action on the Murfreesboro' pike, where the enemy threatened to break Rosecrans's communications. The brigade, although it had but three or four rounds of ammunition, "cheerfully went into action, gallantly charged the enemy, routing them, re-capturing two pieces of artillery, and taking forty prisoners."

At night, the whole division was placed in position on the Murfreesboro' pike, where the above-mentioned action took place, remaining until the 6th, when it moved to camp on Stone River, three miles south of Murfreesboro', on the Shelbyville pike. Every brigade commander in Sheridan's division was killed in the battle of the 31st of December, and the ranking officer—Colonel Herrington, of the 27th Illinois Infantry—in the Third Brigade, being wounded and a prisoner, Colonel Luther P. Bradley, of the 51st Illinois, succeeded Colonel Roberts in command. Lieutenant-

Colonel Walworth was promoted colonel of the 42d Illinois, with rank to date from January 1, 1863. The 42d lost at Murfreesboro' twenty-two killed, one hundred and sixteen wounded and eighty-five prisoners. Among the killed were the following:

Co. "A": Privates Eli Carson and John Minneck. Co. "B": Lieutenant Julius Lettman, of Chicago; Private F. Titskey. Co. "C": Private C. T. Burt, William E. Emory, W. Reynolds. Co. "E": Sergeant J. Hall; Privates D. E. Arnold, A. J. Northrup. Co. "H": Sergeant C. P. Chapman; Corporals M. Mattocks and C. N. Harrison; Private A. Jeffrey. Co. "I": Corporal A. Smith; Privates G. J. Carpenter and John Therson. Co. "K": Sergeant T. C. Bowen, Corporal O. M. Benson.

In the reorganization of the army after the battle of Stone River, McCook's right wing of the army became the Twentieth Army Corps. The 42d still remained in the Third Brigade (Bradley's), Third Division (Sheridan's). In March, it took part in the expedition toward Franklin in pursuit of Van Dorn, as far as Columbia, returning to camp at Murfreesboro', March 14. With Rosecrans's army it entered upon the Tullahoma campaign, June 24, reaching that stronghold on July 1. Bragg having evacuated it on the night before, the 42d joined in his pursuit, crossing the Tennessee River on September 2, and on the 5th arrived at Renton, Ga.

On the 11th, the Twentieth Corps reached Alpina, Ga., the extreme right of Rosecrans's army, and on the 14th, commenced the return march up Lookout Valley, to join Thomas. On the 17th, Sheridan arrived at Stevens's Gap in Lookout Mountain, and on the 19th at Gordon's Mills, where he was posted at the right of Crittenden's corps. The other division of McCook's corps had been sent to the assistance of General Thomas, Sheridan's being the only one of the Twentieth Corps left at the right, to hold the position at Gordon's Mills. At three o'clock in the afternoon, Bradley's brigade was sent to the relief of Wood's division at the Widow Glenn house. Colonel Bradley being wounded by the first volley, Colonel Walworth assumed command of the brigade, and Lieutenant-Colonel Hottenstein of the 42d. The brigade succeeded in driving the enemy from the front of that division and across the Chattanooga and LaFayette road, re-capturing the 8th Indiana Battery and taking a large number of prisoners from Hood's division of Longstreet's corps. General Wood personally thanked Colonel Walworth for recovering his battery on the field. During the night of the 19th, McCook was ordered to so post his command as to form the right of the new line of battle for the succeeding day. In compliance with this order, Bradley's and Lytle's brigades were posted on the extreme right of the Union line, Wilder's mounted-infantry being placed in position to protect their right flank the following morning. At ten o'clock on the morning of the 20th, these two brigades were ordered to the left to support Thomas, and Sheridan's Third Brigade (Laibold's) was sent to the support of Davis's division.

While these movements were in progress, Wood's whole division (joining Davis on the left), through some misunderstanding of orders, was withdrawn from the front line of battle, leaving a wide gap between Davis and Reynolds; which the former, with his small force, vainly endeavored to fill. The enemy was quick to see this ungarded point, and Longstreet's troops poured through the gap in overwhelming numbers, separating Sheridan's and Davis's divisions from the rest of the army. Sheridan had recalled his two brigades, which had been ordered to the left, and they met the onset of the enemy as they were moving to position. They made a gallant resistance, but the odds were too great; Lytle

*See History of 51st Illinois.

was killed, and with the remainder of the division, Bradley's brigade was obliged to fall back to Mission Ridge, and at night to Rossville. The 42d lost in the battles of the 19th and 20th, twenty-eight killed, one hundred and twenty-eight wounded, and twenty-eight prisoners.

Major James Leighton, Lieutenant Ezra A. Montgomery and John A. Hall were killed. Among the wounded were Captains Joseph W. Foster, William H. Boomer and F. A. Atwater; Lieutenants G. A. Parshall, Orville Powell, M. C. Bryant, Edward Hurson, Stephen Reynolds, M. J. Simonds; Sergeants Sherwin W. Kink, M. Kennedy. Severely wounded and prisoners: Sergeants L. H. Needham and A. B. Bemis. Missing: Sergeants William E. Harlock, James H. Dehue; Corporal James Stillier; Privates George Wright, J. P. Restrap and Benjamin Wright.

On the 22d, the regiment with the Twentieth Corps fell back to Chattanooga, where it was engaged in work on the fortifications until the reorganization of the army. On October 30, McCook's and Crittenden's corps (Twentieth and Twenty-first), were consolidated, and the Fourth Corps organized under command of General Gordon Granger, to which Sheridan's division was assigned as the Second Division. The regiment remained in Chattanooga, suffering with the rest of the army from exposure and lack of provisions and proper shelter, until the 23d of November, when, with the division, it advanced from Fort Wood to the first line of rebel works at Orchard Knob, which were carried and occupied by the Union troops, Grant and Sherman establishing headquarters at the Knob.

On the 25th, it took part in the battle of Mission Ridge, the regiment forming a part of Sheridan's skirmish line. Its loss was five killed and forty wounded. Lieutenants George C. Smith, of Co. "E," and Alfred O. Johnson, of Co. "G," both of Chicago, died in the following December of wounds received in the battle. The regiment was ordered, on the 27th, to proceed with Granger's corps to Knoxville, to relieve Burnside, the city being besieged by Longstreet's forces. The siege having been raised before the arrival of Granger, his troops remained in the vicinity of Knoxville, in camp at Stone's Mill; where, on the 1st of January, 1864, the regiment re-enlisted as a veteran volunteer organization, and, on the 15th, marched to Dandridge, Tenn., to meet Longstreet. After an engagement on the 16th, the Fourth Corps retired to Knoxville, and thence to Loudon, Tenn., where the 42d went into camp, and enjoyed the first full rations it had received for six months. The troops suffered fearfully during that cold stormy winter in Tennessee, both from cold and hunger. Being entirely without tents, the command lived in sheds made of poles and covered with rubber-blankets and evergreen boughs, before which fires were kept burning at night.

On January 21, the 42d started for Chattanooga, arriving February 2, and leaving for Chicago on veteran furlough on the 21st. At the expiration of furlough, it re-joined its command at Chattanooga, where it arrived April 27.

In the reorganization of the Army of the Cumberland for the Atlanta campaign, the Fourth Corps was placed under General O. O. Howard. General Sheridan having been assigned to the Cavalry Department in the Eastern Army, Major-General John Newton, succeeded him in command of the Second Division. The 42d Illinois remained in the Third Brigade, then commanded by General Harker. The regiment joined the Fourth Corps at Cleveland, Tenn., whence it moved with the Army of the Cumberland on the Atlanta campaign, on May 3. Newton's division arrived in front of Rocky Face Ridge, on the route to Dalton, on May 8, and Harker's brigade was thrown to the summit of the pre-

cipitous bluff, driving the enemy back along the ridge some three miles, when its further advance was successfully withstood by the rebels, who had fortified a deep gorge, which they held until the ridge, and the pass through it (Buzzard Roost) were evacuated, on the 13th. The principal loss in Newton's division at Rocky Face occurred in Harker's brigade.

On the 13th, Newton's division passed through Snake Creek Gap, and joined the rest of the Fourth Corps before Resaca on the 14th, the corps being on the extreme left of the Federal line, facing Hardee's Confederate corps. With its brigade, the regiment participated in the battle at Resaca, and in the pursuit of Johnston's army, through Calhoun and Adairsville, to the Etowah River at Cassville. At New Hope Church, near Dallas, the command was under fire from the 26th of May until June 4, when it advanced to Pine Top Mountain. The enemy evacuated this position on June 14, falling back to his main works, toward Kennesaw. On the 15th, the 42d and 51st Illinois, led by Colonel Bradley of the latter, made a gallant and successful attack on the advanced works, of the Confederates driving the occupants back to their reserves and taking possession of the ridge which they had occupied, the whole division advancing to the position at night, and throwing up strong fortifications.

Howard's corps advanced to, and besieged, the enemy's works on Kennesaw, June 19. Skirmishing was constant until June 27, when an assault was ordered, Newton's division being chosen to make the attack upon the left center of the rebel works. Harker's brigade formed the right of Newton's column. The rebel batteries were on a wooded ridge, which was protected at its base with palisades and abatis, and they swept the entire ground in front of Harker's, Wagner's and Kimball's assaulting brigades.

The assault was made in column of regimental divisions—two companies in width, thirty lines deep. Colonel Opdycke's 125th Ohio led the column. An army correspondent, in his account of the engagement, says of the charge of Harker's brigade:*

"When the bugle pealed forth the clarion note for the advance, the brigade sprang into line, and marched boldly from their trenches, sweeping over the enemy's scattered pickets, and gaining the rifle-pits where his skirmishers were posted. The enemy opened a terrible fire of musketry, grape and canister, but our boys poured into the ravine equi-distant from the hostile trenches, and began to ascend the slope beyond, fast becoming slippery with blood. At this moment a battery opened on their right, enfilading the column and disordering its lines, without, however, lessening the impetuosity of the lads. Many swarmed to the rebel works, and after vainly endeavoring to scale the works, took lodgment at their base, fighting desperately, within reach of each other, over the parapet; so close that several of an advance regiment were dragged over by the hair, and captured.

"The struggle lasted one hour and twenty minutes—regiment after regiment planting its colors on the ramparts only to be driven back. Harker, the fearless and beloved commander, upon whose shoulder the star had rested but a brief month, fell mortally wounded at the head of his column, and died two hours after. No one who saw his cheerfulness when going into the fight, and his glorious bearing during the action, to the moment he was hit, would have dreamed that a few hours before, he had quietly handed a packet to a comrade not selected for the assault, asking him to send it home. 'I shall be killed,' said he, in conclusion. * * * The noble brigade at last fell back, bringing their dying chief with them, but leaving a fifth of their number, killed and wounded, on the field."

General Harker was killed when within only about fifteen yards of the rebel works. After Johnston had evacuated his position at Kennesaw, and our army occupied Marietta, the works which Newton's division had charged were examined, and found to be most thorough

* Rebellion Record, vol. XI, page 228.

fortifications, and impregnable to assault except at enormous loss. Sherman entered Marietta on July 2.

Johnston's army advanced to the Chattahoochee River, where it once more intrenched a position, from which it was again routed. On July 9, Newton's division marched to Roswell, to cover the crossing of cavalry, returning to the north side of the river, and re-joining the corps on the 13th. On the 20th, it crossed Peach Tree Creek, and took up its position on the south bank of the stream, in front of the advanced line of rebel works around Atlanta, and about seven miles from that city. When the Fourth Corps formed its line of battle, an interval of about three miles intervened between Newton and Wood on his left, which the former was obliged to hold with a thin line of skirmishers. At noon of the 20th, Newton's division moved from the bank of Peach Tree Creek, a strong skirmish line being sent forward to drive the rebel sharpshooters from the rifle pits, which they occupied in advance of their main works.

Newton's skirmishers comprised six regiments—four from Kimball's and two from Wagner's brigade (the latter under command of Colonel Blake), and were commanded by Colonel Barrett, 44th Illinois. The men slowly forced their way up the ridge, driving the sharpshooters; and in half an hour had forced them back to their main works, three hundred and fifty yards further back. Blake and Kimball immediately occupied the ridge, and set the men to throwing up a rail barricade in their front. Bradley's brigade (formerly Harker's) was formed along the Buckhead and Atlanta road, in the rear, facing to the left; Kimball's brigade was formed to the right of the road, Blake's to the left. While the regiments in the front were still engaged in constructing their barricades, the division was attacked by Walker's and Bate's rebel divisions, which suddenly emerged from the woods beyond the open fields at the top of the ridge. Immediately after the assault commenced upon Newton's front, at about half-past three p. m., Colonel Bradley sent the 42d Illinois and 64th Ohio to the support of Colonel Blake, where they, with every regiment in the division, did most glorious fighting, not one brigade yielding an inch of ground. On the 22d, the division moved to Atlanta, and took up a position with the corps in front of the defenses; which it retained with slight change until the night of the 25th of August, when it left the trenches, to accompany the army in the movement to the right and rear of Atlanta. Striking the Macon Railroad on September 1, it was engaged in destroying the track through the day, and then moved to Jonesboro'. After pursuing the forces of Hood from Jonesboro' to Lovejoy station, it returned to camp near Atlanta on the 8th, at the close of the campaign. The total loss of the regiment since the opening of the campaign, was twenty killed eighty-nine wounded and seven prisoners.

The army was reorganized at Atlanta, in preparation for Sherman's "march to the sea" and the occupation of Nashville by Thomas. Major-General D. S. Stanley succeeded Howard in command of the Fourth Corps, and General Wagner succeeded Newton in command of the Second Division. On September 25, with Wagner's division, the 42d left Atlanta for Chattanooga, where it arrived October 19, and thence moved to Pulaski, Tenn., where troops were concentrating to join Thomas at Nashville. On November 22, with Schofield's and Stanley's corps, it commenced the retreat to Nashville, participating in the engagements at Spring Hill and Franklin, November 29 and 30, at the latter terrible battle being posted some distance in

front of the defenses as advance guards, and in the attack by Hood losing twenty-four killed, ninety-five wounded and thirty prisoners.

The Fourth Corps, Wagner's brigade, forming the rear guard, reached Nashville December 1, and the 42d participated in the battles before that place, December 15 and 16, losing two killed and eleven wounded. It then joined in the pursuit of Hood to Lexington, Ala., a distance of eighty-two miles, over the most horrible roads and in the most severe and stormy weather. On the arrival of the brigade at Lexington, December 31, Hood had crossed the Tennessee, and the pursuit was abandoned. On January 1, 1865, the regiment, with the Fourth Corps (commanded by General T. J. Wood, after General Stanley was wounded at Franklin), moved from Lexington, arriving at Decatur, Ala., via Huntsville, January 6, and there remaining, as part of the garrison, until April 1, when it proceeded to Nashville. From Nashville, it was ordered, June 15, to New Orleans, en route for Texas, to garrison some still uncertain posts. It embarked at New Orleans July 18, disembarked at Port Lavaca, Texas, July 23, and proceeded to Camp Irwin, returning to Lavaca, August 17, where it remained on garrison duty until again ordered to Indianola, to be mustered out, on the 16th of December, 1865. The regiment left Indianola on the 20th, New Orleans on the 24th, and returned to Camp Butler, Springfield, Ill., for final payment and discharge, which it received January 10, 1866.

COLONEL GEORGE W. ROBERTS, son of Pratt and Ann (Wilson) Roberts, was born in East Goshen, Chester Co., Penn. He received his common school and academic education at Westchester, Penn., and Poughkeepsie, N. Y., and, after a collegiate course, graduated with high honors from Yale, in June, 1857. After preparatory law studies in Westchester, Penn., he was admitted to the Bar, January 8, 1858, and in the spring of 1860 removed to Chicago, and practiced law in the office of E. S. Smith until June, 1861, when, with William A. Webb, he commenced recruiting for the 42d Illinois Infantry, freely devoting both time and money to the advancement of its interests. On its organization, he received a commission as major, on September 17 was elected lieutenant-colonel, and with the regiment left Chicago for the seat of war in Missouri. After a short campaign in that State, under General Fremont, Colonel Webb, died from the consequences of over-fatigue, and, on December 24, Lieutenant-Colonel Roberts was promoted colonel of the regiment, which remained under him as regimental or brigade commander until his death at Stone River. Colonel Roberts remained in personal command of the 42d until after the battle of Farmington, in May, 1862, on the advance to Corinth. He then took command of General Palmer's brigade, the latter returning to the North on sick leave, and from that time was acting brigade commander until he was formally assigned to the Third Brigade of Sheridan's division, before the battle of Murfreesboro'. In that terrible struggle, on Wednesday, December 31, 1862, he fell, mortally wounded, while leading his men to a charge. Colonel Roberts was conspicuous among the crowd of young heroes developed by the National struggle, for manly courage, high aspirations and lofty aims, as well as for his keen, mental grasp of military science, and his calm, quiet self-possession in the most critical and dangerous situations.

COLONEL N. H. WALWORTH, senior member of the firm of Walworth & Reed, was born in Oneida County, N. Y., in 1832. His father was Elisha Walworth, a very active business man of that county, who carried on a mercantile and a milling establishment. Elisha Walworth died in 1878, at the age of eighty-three. Colonel N. H. Walworth's mother was Sallie (Halbert) Walworth, who was born in 1794, and who died in 1875, dying, as did Elisha Walworth, in the house to which they moved when they were married. The education of Colonel Walworth was obtained at Rome Academy and Cazenovia Seminary. He moved to Illinois in 1855, and, upon the breaking out of the War of the Rebellion, entered the Union Army as captain of Co. "C," 42d Illinois Infantry Volunteers. In December, 1861, he was promoted to the rank of major; in October, 1862, to lieutenant-colonel; and on February 15, 1863, to colonel of the regiment. From his promotion to major, until May 15, 1864, when he resigned, he was in command of the regiment; and in the battle of Chickamauga and Mission Ridge he was in command of a brigade in Sheridan's division. His business career since returning from the war is contained in

the sketch of the lumber firm of Walworth & Reed. Colonel Walworth was married, in 1855, to Miss Adelia E. Cornish, of Oneida County, N. Y. Her father was Hosea Cornish, who was born within a few miles of Plymouth Rock, and some of whose family are still in that locality. The maiden name of Mrs. Walworth's mother was Emily Ward, who was a daughter of Dr. Ward, of Oneida County, N. Y. Both Hosea and Mrs. Emily Cornish are still living in that county, he at the age of eighty, she at the age of seventy-three.

FIFTY-FIRST ILLINOIS INFANTRY.

During August, 1861, it was proposed that the various home companies of Chicago, which, as a part of the reserve corps, had been drilling for months past, should be organized under the new militia law, as the 1st Regiment, Illinois State Militia. These companies were the Chicago Light Guard, Captain P. Wadsworth; Anderson Rifles, Captain Samuel B. Raymond; Garden City Guard, Captain John M. Loomis; Scammon Light Infantry, Captain John Baldwin; Bryan Light Guard, Captain George Letz; Chicago Citizen Corps, Captain S. B. Perry; Wentworth Light Infantry, Captain N. E. Hahn; Ellsworth Zouaves, Captain Brand; Fremont Fencibles, Captain Rufus Rose; and the companies of Captains Chadbourne and Luther P. Bradley.

L. P. Bradley

The call for volunteers for United States service soon became so urgent that this idea was abandoned. Captain Loomis was appointed colonel of the 26th Illinois during the month; some of the companies joined regiments organizing in the city, and others underwent various company changes. It was finally decided to organize the existing home companies into a Chicago regiment, to be called the "Chicago Legion." The following is a copy of the official order issued by Adjutant-General Mather, September 20, 1861, providing for the organization of the regiment:

"GENERAL ORDER No. 197.

"It is ordered by the Commander-in-Chief that the Union Railroad Guard, Captain H. F. Westcott; Sturges Light Guard, Captain J. G. McWilliams; Bryan Light Guard, Captain Heffernon; Fremont Fencibles, Captain Rufus Rose; Yates Light Guard, Captain William P. White; Scammon Light Infantry, Captain Brown; Anderson Rifles, Captain A. L. Hale; Higgins's Light Guard, Captain Wentz (George H.); Tucker Light Guard, Captain Gardner (Isaac N.); Mathew Light Guard, Captain C. H. Roland, shall compose the Fifty-first Regiment (Chicago Legion) Illinois Volunteers.

"There may be attached to said Regiment one company of Cavalry and one company of Light Artillery—said companies to be raised by voluntary enlistment for said purpose, and not to be selected from any of the companies of cavalry or artillery heretofore reported and accepted by the State.

"The Commander-in-Chief of the State forces, or the proper officers of the U. S. Army, may, at any time, detach the said companies, or either of them, and detail them for any separate service, to be assigned in the discretion of said officers."

Governor Yates appointed as colonel of the regiment, Gilbert W. Cumming, a well known lawyer of Chicago; for lieutenant-colonel, Luther P. Bradley; and for major, Samuel B. Raymond—both old citizens of

Chicago; the latter for a long time connected with the famous Chicago Fire Brigade.* On October 8, the regiment, numbering over nine hundred men, went into camp (having at that time a company of cavalry, afterward detached), and was mustered into the United States service, at Camp Douglas, December 24, 1861, the original roster being as follows:

Field and Staff.—Colonel, Gilbert W. Cumming; Lieutenant-Colonel, Luther P. Bradley; Major, Samuel B. Raymond; Adjutant, Charles W. Davis; Quartermaster, Henry Howland; Surgeon, William C. Hunt; Chaplain, Lewis Raymond.

Line Officers.—Co. "A": Captain, Henry F. Westcott; First Lieutenant, James E. Montandon; Second Lieutenant, Antonio DeAnguera. Co. "B": Captain, Isaac N. Gardner; First Lieutenant, Henry W. Hall; Second Lieutenant, George I. Waterman. Co. "C": Captain, Nathaniel B. Petts; First Lieutenant, Albert M. Tilton; Second Lieutenant, Albert Eads. Co. "D": Captain, Ezra L. Brainard; First Lieutenant, Theodore F. Brown; Second Lieutenant, James S. Boyd. Co. "E": Captain, John G. McWilliams; First Lieutenant, Thomas T. Lester; Second Lieutenant, Augustus B. Sweeney. Co. "F": Captain, George L. Bellows; First Lieutenant, Robert Houston; Second Lieutenant, Andrew H. Frazer. Co. "G": Captain, George H. Wentz; First Lieutenant, Merritt B. Atwater; Second Lieutenant, Orrin S. Johnson. Co. "H": Captain, John T. Whitson; First Lieutenant, William H. Greenwood; Second Lieutenant, Charles B. Whitson. Co. "K": Captain, Rufus Rose; First Lieutenant, Otis Moody; Second Lieutenant, Albert L. Coe.

The 51st remained at Camp Douglas until February 14, 1862, when it left Chicago for Cairo, where it was assigned to General E. A. Paine's division, and remained until the 27th. It then crossed the Ohio River, and, on March 4, moved to Bertrand, Mo., and, on the 10th, it joined General Pope's army at New Madrid. There, with the 22d Illinois, constituting Paine's Second Brigade, Colonel Cumming commanding, it participated in the movements of the army under Pope; which resulted in the evacuation of New Madrid by Major-General McCown, during the night of the 14th, abandoning all his guns, ammunition, supplies, etc., without an effort to destroy them. The regiment, with its command, occupied the works at New Madrid until April 7; when, Island No. 10 having fallen, General Pope crossed the Mississippi River to the Tennessee shore.—Cumming's and Morgan's brigades of Paine's division in advance,—marched on Tiptonville, where General Mackall and six thousand retreating Confederates from Island No. 10 were captured, besides more than one hundred cannon, munitions and supplies of all kinds.

On the 10th, the regiment, with its command, returned to New Madrid, and with Pope's forces descended the Mississippi in transports to Fort Pillow, at which point Pope was ordered to join General Halleck's army at Hamburg, Tenn., to participate in the movement on Corinth. The troops reached Hamburg, landing April 22; and in the reorganization of Pope's command on the 24th, the 51st, 22d, 27th and 42d Illinois regiments, with Houghtaling's battery (soon after changed to Hescok's), were designated the First Brigade (known as the "Illinois Brigade," Colonel John M. Palmer, commanding), First Division (General Paine), Army of the Mississippi. On April 27, the division moved from camp at Hamburg, and arrived near Farmington, Miss., on the route to Corinth, April 30, and after a reconnaissance to the south of the town May 3, remained in camp north of Seven Mile Creek until the 9th. On May 8, a line of skirmishers was advanced to the south of Farmington, supported by a brigade of Stanley's division, south of the creek.

On the morning of the 9th, this advanced guard was heavily attacked, and Palmer's brigade was ordered immediately to the front, to

*For full list of Chicago officers, see table at close of Military chapter.

G. W. Cumming

its relief. The engagement speedily assumed the dimensions of a serious battle—three Confederate divisions having moved out from Corinth, under Bragg, Van Dorn and Hardee, their united forces amounting to twenty thousand, with thirty pieces of artillery, with intent to intercept the forward movement of the Federal troops. After an engagement of several hours, the Federal forces were withdrawn to the north of Seven Mile Creek. June 17, the division marched into Farmington, and remained there until the 29th. On the 28th, General W. S. Rosecrans assumed command of the right wing of the Army of the Mississippi (Paine's and Stanley's divisions), and the advance recommenced the following day. On the 30th, Beauregard evacuated Corinth, and Palmer's brigade was one of the first that entered the city. On the evening of the same day, under command of Colonel Roberts, of the 42d Illinois, the brigade joined in the pursuit of the retreating enemy, reaching Booneville on the 2d of June, where it went into camp; afterward, removed to Big Springs, near Corinth, on the 14th.

Five new divisions being organized by General Rosecrans, one of them was assigned to the command of General John M. Palmer, the command of his brigade devolving upon Colonel George W. Roberts. The 51st moved from camp at Big Springs, with Palmer's division, on the 28th of July, and marched to Tusculum, Ala., and then moved, via Athens, Ala., to Nashville, Tenn., where it arrived, September 12, after a most fatiguing and harassing march.

On arriving at Nashville, General Palmer's command went into camp on College Hill; and from that time until the 6th of November, when the rebel cavalry under Morgan and Forrest was driven from before the city, the troops, while constantly engaged in labor on the fortifications, subsisted on half rations. On September 20, Colonel Cumming having resigned, Lieutenant-Colonel Bradley was commissioned colonel of the 51st. On the 16th of November, Rosecrans arrived at Nashville, having succeeded Buell in command of the Army of the Ohio, which he reorganized, in December, as the Army of the Cumberland. General Palmer, in the reorganization, was assigned to the command of a division in Crittenden's corps, and his old brigade, under command of Colonel Roberts, was transferred to the Third Division (General Philip H. Sheridan), Right Wing (General McCook) of the Army of the Cumberland. The brigade was designated the Third. On the 14th, the division marched to Camp Sheridan, seven miles out from Nashville on the Nolensville pike, where it remained until the 26th, when the movement against Bragg, at Murfreesboro', was commenced. On the 30th, Sheridan's division had the advance of McCook's corps, Roberts's brigade leading the division. During the 30th, there was severe skirmishing with the enemy, who were steadily driven toward Murfreesboro', and at night the division was formed in line of battle on the right of the Wilkinson pike, and was in view of the enemy's position. Roberts's brigade, which formed the left of the division, rested on the pike, and joined Negley's right brigade, on the opposite side. The troops rested on their arms through the night of the 30th; and on the morning of the 31st, the extreme right of the corps having been driven back in confusion, about day-break, the attack reached the right of Sheridan's division, held by Sill's brigade, about seven o'clock a. m., and soon extended to the left, the whole division fighting most gallantly, until every brigade commander and many of the regimental commanders were killed,

and it was obliged to fall back for lack of ammunition to prolong the struggle.

General Sill was killed early in the morning, while leading his men in a charge; and directly after this misfortune, Johnson's and Davis's divisions, to the right of Sheridan, having been driven to the left and rear, the exultant foe followed in pursuit, and completely turned Sheridan's right, and exposed his line to an enfilading fire. Withdrawing Sill's brigade and the supporting regiments to a new line, Sheridan ordered Colonel Roberts to charge the enemy in the timber to the right, which was successfully accomplished. An extract from General Sheridan's report of this battle is as follows:

"In this position I was immediately attacked, when one of the bitterest and most sanguinary contests of the whole day occurred. General Cheatham's division advanced on Roberts's brigade, and heavy masses of the enemy, with three batteries of artillery, advanced over the open ground which I had occupied in the previous part of the engagement, at the same time the enemy opening from their intrenchments in the direction of Murfreesboro'. The contest then became terrible. The enemy made three attacks and were three times repulsed, the artillery range of the respective batteries being not over two hundred yards. In these attacks, Roberts's brigade lost its gallant commander, who was killed."

The most desperate fighting was done at the angle* formed by the brigades of the division. Captain Houghtaling, after exhausting all his ammunition, attempted to have his battery drawn off by hand, the horses all being shot, but had to abandon it. Lieutenant Taliaferro, commanding a section of Hescoc's battery, at the same angle, was killed, and his pieces were drawn off by his men. Two pieces of Bush's battery were captured. At eleven o'clock a. m., Colonel Roberts was killed, and Colonel Harrington, of the 27th Illinois, the ranking officer of the brigade, being wounded and a prisoner, its command devolved on Colonel Luther P. Bradley, of the 51st. Major Charles W. Davis took command of the regiment, and after he was also wounded and disabled, it was commanded by Captain H. F. Wescott, of Co. "A," until the close of the battle. The division fell back to the Murfreesboro' pike, Roberts's brigade fighting as it retreated, and on arriving at the pike was again engaged in repelling an attack by the enemy. Fifteen officers were killed in Sheridan's division, in the battle before Murfreesboro'. Not a colonel, except Bradley, was left in Roberts's brigade. The 51st lost fifty-seven killed, wounded and prisoners. Charles Mansfield, the color-bearer, and another, who took his place, were killed, and the regimental flag torn to atoms. Lieutenant John S. Keith, of Co. "A," was killed; Major Davis, Captain James S. Boyd, Co. "B," and Lieutenant H. A. Buck, of Co. "K," the first two of Chicago, were wounded. Captain Whitson, Lieutenant A. L. McCormick and Corporal John D. Jones were among the wounded. Among the privates killed were George D. Martin and John H. Slayton, of Co. "B"; and George Sturtevant, of Co. "H." On the 6th, the brigade moved to camp, three miles south of Murfreesboro'.

In the reorganization of the Army of the Cumberland, January 10, after the battle of Stone River, the designation of the organizations known as Center, and Right, and Left Wing, were changed to Fourteenth, Twentieth and Twenty-first corps, the Twentieth Corps remaining under the command of General McCook. On March 4, with Bradley's brigade, the 51st, commanded by Captain John G. McWilliams, moved from camp at Murfreesboro', with Sheridan's division, toward

*"Bloody Angle"; vide History of 42d Illinois.

Spring Hill, in pursuit of the enemy under Van Dorn and Forrest, with whom they had an encounter on the 8th, and succeeded in driving them from the field. On June 24, with Rosecrans's army, the regiment set out on the Tullahoma campaign, and, after a rest in camp on the heights of the Cumberland, near the site of the "University of the South," the command moved down the mountains into the Tennessee Valley, reaching Bridgeport, Ala., on July 30. There the division remained until September 2, when it crossed the Tennessee and moved to the foot of Sand Mountain. On the 11th, McCook's corps reached Alpine, Ga., a point thirty miles to the right of Thomas at Stevens's Gap. On the 14th, having received orders to move to the left and join Thomas, the corps marched up Lookout Valley, and, on the 19th, reached the Chickamauga Valley, and formed on the extreme right of the Federal line. Sheridan's whole division was at first posted at Gordon's Mills, but at noon Bradley's and Laibold's brigades were sent to the support of Davis's division, at Widow Glenn's house, near the center of the line. At four o'clock, Bradley's brigade was thrown to the front to relieve Davis's division, and, in the words of the corps commander, "gallantly drove" the enemy from the open ground and across the Chattanooga and La-Fayette road, after a sanguinary engagement, re-capturing the Eighth Indiana battery, which had previously been taken by the enemy, and capturing also a large number of prisoners belonging to Hood's division of Longstreet's corps. During the brief time that it took to accomplish this, the 51st, commanded by Lieutenant-Colonel Raymond, lost ninety men out of two hundred and nine engaged; among whom were, Lieutenants Albert C. Simmons, of Co. "G," and Henry A. Buck, of Co. "K," the latter a young lawyer from Michigan, who enlisted at Chicago, and was shot while bravely leading his company in the charge.

During the night of the 19th, the men erected barricades, and on the morning of the 20th were again placed in position on the extreme right of Rosecrans's new line, and a little to the right and rear of Widow Glenn's house. Wilder's mounted-infantry was posted, on the morning of the 20th, at the right of Bradley. At ten o'clock, Bradley's and Lytle's brigades were dispatched to the support of Thomas, and Laibold's to the support of Davis's division. While this movement was in progress, and while Davis was vainly endeavoring to fill, with his thin ranks, a gap at his left (caused by the withdrawal of Wood's division from the front line of battle, through a misunderstanding of orders), the enemy made a fierce attack, and Hood's and Buckner's charging columns, piercing the fatal gap in Rosecrans's line, separated the Twentieth Corps from the rest of the army. Bradley's and Lytle's brigades met the onslaught of Longstreet's troops as they were endeavoring to re-join their division, to assist in repulsing the attack. Forming on the Chattanooga road, they struggled well and bravely, but, with the rest of the corps at the right, were forced back to Mission Ridge. In the evening, the brigade reached Rossville, where it bivouacked for the night, and the following morning returned to the front, threw up barricades, and occupied them until the 22d, when it marched to Chattanooga, where it was employed on the fortifications, and in guard and fatigue duty, until the middle of October. On October 10, the Twentieth and Twenty-first corps were consolidated, and the Fourth Corps, under Major-General Gordon Granger, was organized. The 51st was assigned to the Third Brigade, Colonel (C. G. Harker),

Second Division (Major-General Sheridan), Fourth Corps.

On Monday, November 23, the advanced works of Bragg before Chattanooga were captured, and Orchard Knob was occupied by Generals Grant and Thomas as headquarters; Sheridan's division occupied the captured works to the right of the Knob.

On the 25th, Mission Ridge was stormed. This was the "soldier's battle," and bravely they won it—the Confederates, according to their own reports, sustaining "the most ignominious defeat of the whole war—a defeat for which there was but little excuse or palliation." At Mission Ridge, the 51st lost thirty out of one hundred and fifty men engaged. Captain George L. Bellows, Co. "F," of Chicago, was among the killed, and Lieutenant-Colonel Davis was again wounded. Lieutenant-Colonel Raymond having resigned on October 6, Major Charles W. Davis was promoted lieutenant-colonel, and as the commanding officer led the regiment in the attack on Mission Ridge.

On November 28, the Fourth Corps marched from Chattanooga to the relief of Burnside, besieged at Knoxville by Longstreet, arriving December 9. Before, however, Knoxville was reached, Longstreet had been repulsed, and had retreated to the valley of the Holston, near Morriston. The 51st went into camp in the vicinity of Knoxville, in December, where it was joined by Colonel Bradley. In January, 1864, it returned to Chattanooga, where, on February 10, the men re-enlisted as veterans, and returned home on furlough, reaching Chicago, February 17. At the expiration of furlough, the regiment returned to the front, leaving Chicago, March 28, by rail, for Nashville, whence it marched to Chattanooga, and joined the Fourth Corps at Cleveland, Tenn.

In the reorganization of the Army for the Atlanta campaign, General Oliver O. Howard was assigned to the command of the Fourth Corps of the Army of the Cumberland, General John Newton succeeded Sheridan in command of the Second Division, the latter being transferred to the Cavalry Department in Virginia. The Third Brigade, of which the 51st formed a part, remained in command of Brigadier-General C. G. Harker. The Atlanta campaign was opened May 3, on which day the regiment, with the Fourth Corps, advanced from Cleveland to Catoosa Springs, in the movement upon Dalton, Ga., where Johnston's army was intrenched, beyond the almost impregnable barrier of Rocky Face Ridge, through a gorge in which ran the railroad and wagon road to the town. Both crest and pass were strongly fortified, and occupied by Johnston as his advanced position. On the 8th, Newton's division reached the northern end of Rocky Face, and Harker's brigade was detailed to scale its precipitous sides, secure a footing on the crest, and drive the enemy along the ridge, while other forces should push him back into the mouth of the gorge. The brigade reached the top of Rocky Face, and moved south along the crest, driving back the Confederate outposts and skirmishers a distance of two or three miles, and, until the reserves were encountered in force in a strongly intrenched position, crossing the narrow summit of the ridge and protected by a deep gorge in front. On May 9, the whole of Newton's division was thrown to the top of Rocky Face, but the gorge in Harker's front could not be carried, and no advance was made, although five separate assaults were made upon the enemy's lines. On the night of the 12th, Johnston evacuated his position at Dalton, it having been flanked

by the passage of Sherman's troops through Snake Creek Gap. Newton's division passed down the western slope of Rocky Face, and marched through Snake Creek Gap with Schofield's corps, re-joining the Fourth Corps at Resaca, to which place the Confederate army had fallen back and again intrenched itself—two lines of works extending from northeast to southwest in front of the town.

The attack on the enemy's position at Resaca was commenced on the morning of the 14th, Newton's division having joined Cox's, of Schofield's corps. The first assault on the works was made by Schofield, who succeeded in gaining the portion of advanced rifle-pits in his front, but, his ammunition failing, he could not hold them, and was relieved, brigade by brigade, by Newton. Harker's brigade relieved Manson's, of Cox's division, and held the pits, but with severe loss. Captain Thomas T. Lester, of Co. "K," was killed here, and twenty of the 51st were wounded. General Harker was injured during the movement, by the explosion of a shell.

Joining with the brigade in pursuit of the enemy, on the 16th, the regiment passed through Calhoun, Adairsville and Kingston, Hardee's rear guard being driven into Cassville on the 19th. The next day the Confederates crossed the Etowah, burning the railroad bridge behind them, and took up position at Allatoona Pass.

At the Etowah River, the Federal army rested till the 22d of May, when it moved toward Dallas, Ga. On the morning of the 25th, Hooker's Corps met, and had an engagement, with the enemy at New Hope Church, near Dallas. Newton's division came up to his support at six in the afternoon, forming on his left. There, intrenchments were thrown up, and the troops remained until Allatoona was flanked by the gradual movement of Sherman's troops to the left, and Johnston was forced to evacuate his position at New Hope Church and retire farther to the south, on the night of June 4. Although not in any serious engagement during these eleven days, the brigade was constantly exposed to the fire of the enemy, the opposing lines being so near each other that Confederate sharpshooters, ensconced in their well protected lunettes, a little in advance of their main works, could pick off the Federal soldiers if they ventured outside the intrenchments. One officer and eleven men of the 51st were thus wounded.

The Fourth Corps moved from its position at New Hope Church on the 5th of June, and, on the 7th, was in camp at, and near, Ackworth, about ten miles below the Etowah River. There the army remained three days, and then moved, on the 10th, to near Pine Mountain, where the enemy had taken position and intrenched. On the 11th, the first train passed over the new Etowah bridge, and arrived at Big Shanty, once more bringing plentiful supplies to the Federal army.

During the night of the 14th, the Federal line having advanced toward the left of Pine Knob, the position was abandoned by the enemy, who fell back to his main line, a little distance south of the Marietta and Burnt Hickory road. A signal station was established on the Knob, and communication opened with Schofield to the right and McPherson to the left, and, on the afternoon of the 15th, the forward movement of the Fourth Corps again commenced; Newton's division leading the movement, Harker's brigade in advance, and the 51st and 42d Illinois deployed as skirmishers under command of Colonel Bradley. The Confederate pickets were soon encountered, and driven back about half a mile to their advanced works, which were composed of railway ties and situated on the west of a small

ridge. There they took refuge, but were again driven from their shelter by the determined advance of the two regiments, which were ordered to secure, and hold, the works. Other regiments were thrown forward as skirmishers, the line advancing to within about a hundred yards of the enemy's main works, where a line of rifle-pits had been thrown up. From this position, the Federal skirmishers were withdrawn to the ridge held by Bradley, which was deemed so valuable that the whole line was advanced to, and occupied, it during the night, throwing up strong fortifications. The main line was not engaged on the 15th; the skirmishers, however, by their courage and gallantry, won high praise, the ridge being held by them despite a heavy fire from the enemy's artillery. Captain Albert M. Tilton, of Co. "C," 51st Illinois, was wounded in the engagement—the total loss of the regiment being thirteen, killed and wounded.

On June 17, the enemy again withdrew from the front of the corps, and concentrated around his last stronghold, north of Marietta—Kenesaw. There Sherman's army confronted Johnston's during two weeks; but it appeared futile to merely oppose the enemy, and it was determined to assault his works on Monday, the 27th of June. The attack on the left center was assigned to Newton's division; Harker's brigade formed the right of the storming column, Wagner's the left, and Kimball's the reserve.

The position to be carried was a ridge, on the crest of which were heavy fortifications, built in conformity with the most approved style of engineering, and in their front were the customary rifle-pits, filled with sharpshooters. The brigade charged across the intervening space, and, scattering the rebel soldiers from their advanced pits, rushed on to the foot of the ridge. There a battery opened on its right, enfilading its ranks and mowing down the men by the scores; but, without wavering, the storming column moved up the slope, where many of the men, after endeavoring vainly to scale the works, took lodgment at their base, fighting desperately over the parapet. Driven back, bleeding and mangled by the terrible fire encountered on the crest of the ridge, General Harker gathered the remnant of his brigade for a last and desperate charge. The assault was made; but the brave leader, and many of his equally brave soldiers, fell at the foot of the works they valiantly, but vainly, strove to gain.

The 51st Illinois was one of the regiments conspicuous for its bravery in the attack, and its losses were severe. Among the killed, was the young and accomplished Adjutant, Henry W. Hall, of Chicago, who fell within a few rods of the intrenchments, while leading the regiment to the assault. So conspicuous was his courage and manly bearing that even the rebel officers and soldiers were forced to admire, and afterward expressed their regret at the necessity of firing on so brave a foe. Lieutenant Archibald L. McCormick, of Co. "E," was also killed, and two other officers were wounded. The total loss of the regiment was fifty-eight, killed and wounded.

Colonel Bradley succeeded General Harker in command of the Third Brigade, and was promoted brigadier-general on the 30th of the following month, when the command of the 51st devolved upon Lieutenant-Colonel Charles W. Davis, of Chicago.

On July 5, the Fourth Corps reached the Chattahoochee River, and on the 9th, Newton's division marched to Roswell, and crossed the river, to cover the crossing of cavalry. On the 13th, it re-joined the corps on the Buckhead road, and, on the 20th, crossed Peach

Tree Creek, and took position on its southern bank, before the enemy's advanced line of defenses, in front of Atlanta. Howard had sent two of his divisions to the left the preceding day, in anticipation of an attack on that flank; and when the army had taken position south of Peach Tree Creek, there was an interval of about three miles between Newton and Schofield on his left. This gap Newton covered with pickets from his division, which lessened his force in front by three or four regiments. The left of his line covered the bridge over Peach Tree Creek, and the road on which the army trains of the Fourth Corps were gathered. About noon, on the 20th, the division advanced from the bank of the creek, deploying six regiments as skirmishers. In front of the division was a wooded ridge, upon the top of which was the first line of Confederate rifle-pits, their principal works being in the woods beyond. The Federal skirmishers speedily drove the occupants of the rifle-pits back upon their reserves, and Newton advanced his division to the ridge, which was within three hundred and fifty yards of the main rebel works. Line-of-battle was immediately formed, the formation taking the form of a "T"—the perpendicular stroke representing the Atlanta road, along which Bradley's brigade was formed, facing to the left; the right half of the horizontal line, the position of Kimball's brigade, to the right of the road; the left half, Blake's brigade. A section of artillery was in position on Bradley's left.

As soon as the ridge was occupied, Blake's and Kimball's brigades threw up a barricade of logs and earth in front of their lines. A fresh line of skirmishers was deployed in front of the division; and at about half-past three, just as it was ordered to advance, the heavy columns of the enemy emerged from the woods in front, and bore down upon Newton's front. The enemy did not wait to send forward a skirmish line, but charged in solid lines of battle, two and three deep. The skirmishers were driven in disorder, rushing over the hastily constructed works, and for an instant—but only for an instant—throwing the right of Newton's line into confusion. Immediately after the rebel assault commenced, three regiments were sent from Bradley's brigade to the support of those in front, his remaining force forming in line-of-battle along the Atlanta and Buckhead road. Almost as soon as Walker's division struck Newton's front, a portion of Bate's division, penetrating the gap already mentioned at the left, confronted Bradley's command, with the design of gaining the bridge over Peach Tree Creek. This column of the enemy was routed and captured by Bradley's brigade, assisted by an extemporized regiment of non-combatants and stragglers, commanded by General Thomas in person, who had been watching the progress of the fight from a position in rear of Newton. Everywhere the Confederates were repulsed; and at nightfall, after repeated charges, they were driven back to their barricades, so shattered that they made no attempt to resist the advance of our troops on the following day.

The 51st, with its division, reached the rebel defenses in front of Atlanta on the 22d, and remained in the trenches it first occupied, with slight changes, until the movement to the west and rear of the city was commenced. On July 27, General D. S. Stanley took command of the Fourth Corps, with which the 51st participated in the movement on the Macon Railroad and Jonesboro'. The regiment also joined in the pursuit of the Confederate forces to Lovejoy's Station, after which the regiment returned to Atlanta, and went into camp, near that city, on September 8.

At Chattanooga, on October 18, one hundred and

ninety-two drafted men joined the regiment, and, after a brief expedition to Alpine, Ga., the regiment, with Stanley's corps, joined Schofield's forces at Pulaski, Tenn., whence the united force fell back to Columbia on November 24. The Confederate army under Hood having advanced, Stanley was ordered forward to protect his trains, and Wagner's division, forming his advance, reached the town just as Forrest's cavalry was on the point of moving upon it. The cavalry was driven back, but the command was assailed soon after by a much stronger force of both cavalry and infantry. The Third Brigade lost one hundred and fifty killed and wounded, including General Bradley and Captain George I. Waterman, A.A.A.G. Fighting was kept up until dark, but the road was held until night, when the army trains and divisions of the Fourth and Twenty-third corps were on their way to Franklin, with Wagner's division acting as rear guard. At noon, the division reached Franklin, before which Cox's division of the Twenty-third Corps had already thrown up a line of slight intrenchments.

At about half-past three, Hood's whole army appeared in front of this little advanced force. Stewart's, Cheatham's, Lee's and Forrest's corps swept down the pikes in magnificent array, their lines reaching almost as far as the eye could reach. At this crisis, through some strange fatality or misapprehension, the two advanced brigades, which were to retire within the defenses if the enemy appeared in force, were ordered "Forward." Of course they were hurled back, and driven, routed, through the center of the main line. It could not be otherwise—the panic reached the regiments to the right and left of the Columbia pike, behind the defenses; and as they fell back, the Confederate host poured in, planted their flag on the breast-works, and attempted to form on the inside. How what seemed irremediable disaster was turned to victory by the heroic charge of Wagner's First Brigade, led by the fearless Opdycke, has often been told. The advantage that Hood had gained he soon lost, and the Federal lines were not again broken. Although the Federal loss was great, the loss of the Confederates was vastly greater, Hood reporting it at four thousand five hundred, including one major-general and four brigadier-generals killed, and as many wounded. The loss in Bradley's brigade was very severe—the 51st, alone, losing Lieutenant Calvin H. Thomas, Co. "H," killed; Captain Albert M. Tilton, of Co. "C"; and Lieutenants Jesse Johnson, Co. "A," and Charles F. Hills, Co. "K," both of Chicago, wounded; fifty-two privates killed and wounded, and ninety-eight missing, mostly prisoners. General Stanley was severely wounded, and General T. J. Wood took command of the Fourth Corps. The battle raged furiously until late in the evening, when Hood withdrew; and, at midnight, Schofield's little army also withdrew from the defenses at Franklin, crossed the Harpeth, and, about noon on the following day, reached Nashville.

The 51st was engaged in the battles before Nashville, December 15–16, but escaped with light loss. On the 17th, it joined in the pursuit of the defeated rebels through Brentwood Pass, and southward to Lexington, where it was learned that Hood had crossed the Tennessee at Bainbridge; but, on December 8, pursuit was discontinued and Wood's corps (Fourth) was sent to Huntsville to garrison that post, where it remained until spring.

On March 31, 1865, the 51st, with its division, moved to Greenville, East Tennessee. It was there joined by Co. "I," which had been mustered into ser-

vice at Camp Butler, March 28, under Captain Henry Augustine. On April 15, the 51st moved to Nashville, where, on June 15, Co. "F," Lieutenant James Skidmore, commanding, was mustered out of service. On June 16, the regiment moved from Nashville, under orders to report at New Orleans, and was sent thence to Texas, embarking July 28, and disembarking at Port Lavacca on the 31st. After remaining a brief time at Camp Placidor, it moved to Camp Irwin, where it was mustered out of service, September 25, 1865, and left Texas for home, arriving at Camp Butler, Springfield, Ill., where it received final payment and discharge, October 15, 1865.

COLONEL GILBERT W. CUMMING was born in Stanford, Delaware Co. N. Y. In early life he entered the ranks of the New York State Militia as a private, and because of his energy and talent was promoted to the colonelcy of his regiment, holding the office for six years. In 1858, he removed to Chicago and engaged in the practice of law, wherein he continued until he was made colonel of the 51st. He was a thorough disciplinarian and tactician and a very popular officer. Ill health obliged him to resign his command in the fall of 1862, when Lieutenant-Colonel Bradley succeeded to the command of the regiment.

GENERAL LUTHER P. BRADLEY was born in New Haven, Conn., and in his early manhood held various offices in the militia of his native State. In 1855, he settled in Chicago and for several years was connected with the firm of Munson & Bradley, as book-keeper. His early military proficiency becoming known to his friends, they solicited him to accept a captain's commission in Co. "D," 1st Illinois State Militia. This he did, and from that position was promoted to the lieutenant-colonelcy of the "Chicago Legion," when it was organized. On the resignation of Colonel Cumming September 30, 1862, he was promoted colonel of his regiment, and after the battle of Stone River was acting commander of the Third Brigade, Sheridan's division, receiving his commission as brigadier July 30, 1864. During the preceding campaign with Sheridan, and through the Atlanta campaign, under General John Newton, both General Bradley and the brigade he so ably led were conspicuous for bravery and faithful service in whatever position the fortune of war might place them.

MAJOR SAMUEL B. RAYMOND was born in Otsego County, N. Y., and came to Chicago in 1848. He was for a time a printer in the Western Citizen office, and subsequently became engaged in mercantile pursuits; and, still later, was associated with Hubbard & Hunt in the insurance business. He held the office of captain of the Citizens' Fire Brigade two years. Upon the fall of Sumter, he organized the "Anderson Rifles," which he brought to a remarkable condition of efficiency. He was elected lieutenant-colonel of the 1st Regiment of State Militia, from which he was transferred to the position of major of the 51st. On September 29, 1862, he was promoted lieutenant-colonel; resigning therefrom October 6, 1863.

ADJUTANT CHARLES W. DAVIS was a native of Concord, Mass., coming to Chicago in 1854, and remaining with S. C. Griggs & Co. (publishers) for five years. Adjutant Davis was promoted major September 30, 1862, lieutenant-colonel October 6, 1863, and colonel, May 11, 1865.

CHAPLAIN LEWIS RAYMOND was born in Walton, Delaware Co., N. Y. He had two sons in the 51st; one, Major Samuel B. Raymond, another a private in Co. "K." Rev. Mr. Raymond came to the West in 1853, being for five years pastor of a Baptist Church in Milwaukee, and also pastor of the Tabernacle Church, Chicago. He remained with the 51st, sharing its dangers and hardships, until November 6, 1864, when he resigned at Chattanooga.

QUARTERMASTER HENRY HOWLAND was born in Conway, Mass. He had been a resident of Chicago several years, engaged in the lumber business. He was a good business man and a prominent member of the Young Men's Association. He was promoted brigade quartermaster June 9, 1862.

FIFTY-SEVENTH ILLINOIS INFANTRY.

The organization of the 57th Illinois Infantry was commenced in Chicago by Colonel Silas D. Baldwin, formerly Inspector of First Brigade, at Cairo, Ill., on September 24, 1861. This regiment, known in the city as the "National Guards," was mustered into service December 26, 1861, the following officers being residents of Chicago:

Field and Staff.—Colonel, Silas D. Baldwin; Lieutenant-Colonel, Frederick J. Hurlbut; Adjutant, Norman E. Hahn; Quartermaster, Edward Hamilton; First Assistant-Surgeon, Henry S. Blood.

Line Officers.—Co. "C": Captain, William S. Swan; First Lieutenant, Robert B. Morse; Second Lieutenants, Moses S. Lord and Frederick Laycock. Co. "E": Captain, Robert D. Adams; First Lieutenants, Bradley D. Salter, David Kenyon, Edward Martin and John E. Deleair; Second Lieutenants, William Wayman and Thomas Lavery. Co. "G": Captain, Gustav A. Busse; First Lieutenant, Fritz Busse. Co. "I": Captain, Benjamin H. Chadburn; First Lieutenant, Theodore M. Doggett.

The regiment, armed with French Minié rifles, and with a pioneer force attached, which was equipped by the colonel at his own expense, left Chicago for Cairo on February 8, 1862, numbering, at that time, nine hundred and seventy-five men. From Cairo, the regiment was hurried forward to Fort Donelson, where it was attached to Colonel John M. Thayer's (Third) brigade, General Lew Wallace's (Third) division, and under that officer, participated in the three days' battle before that stronghold.

On the capitulation of Fort Donelson, it marched back to Fort Henry, and encamped about a month; when it embarked with General C. F. Smith's division for Pittsburg Landing, having been assigned to Sweeney's (Third) brigade, Second Division, Army of the Tennessee, which occupied the center of the line-of-battle at Pittsburg Landing. With the Second Division, commanded by General W. H. L. Wallace, General Smith being extremely ill, the 57th participated in the battle of Shiloh. At half-past eight, on the morning of April 6, 1862, the division moved from its camp, on the plateau between the Tennessee and Briar Creek, to the support of Prentiss's division, which had already been driven back through its camp, with the loss of nearly all its artillery, and had again formed along an old sunken road, extending from Briar Creek on the left nearly to the Corinth road on the right. The Second Division was formed on Prentiss's right, and extended from the Corinth road northwesterly, behind a clear field, to the head of a deep ravine, or gorge, filled with a tangled impenetrable thicket. Sweeney's brigade formed the right of Wallace's line, its right resting on the ravine mentioned, which ran far to the rear of the brigade. Along the edge of this gorge, which the Confederates called the "Hornet's Nest," General Wallace posted a line of sharpshooters. All through the day, from morning until half-past four in the afternoon, the Confederates made vain attempts to advance up the slope of this deadly ravine. Gladden's, A. P. Stewart's, Gibson's and Hindman's brigades were successively hurled down the slope by the fearful fire of musketry and artillery along the line of Wallace's division. Finally, the concentric fire of eleven Confederate batteries was directed on the one remaining battery of Prentiss, which was posted at the right of the Corinth road where his line joined Wallace's, and it had to be withdrawn. At about the same time, Hurlbut, at the left of Prentiss, gave way, and the enemy, under Bragg, following the advantage, passed to his rear; another division poured through the gap left on Wallace's right by the withdrawal of McClernand, and passed to the plateau between him and his camp, while another force under Polk was hurled against the front of the two divisions.

Thus encircled, General Wallace ordered his command to cut its way, through the enemy in the rear, to the landing. Colonel Sweeney had been wounded, and Colonel Baldwin, of the 57th, was in command of the right brigade. The 50th and 57th Illinois, with Colonel Baldwin, faced the fire in their rear, and escaped to the

landing. The 58th Illinois and 8th Iowa, of the same brigade, were captured. General Wallace fell mortally wounded, and his body could not be brought from the field. The 57th Illinois lost in the engagement one hundred and eighty-seven officers and men, killed, wounded and missing, among whom were Major Norman B. Page, Captain Robert D. Adams, Co. "D," and Lieutenant Theodore M. Doggett, Co. "I," killed; and Lieutenant William Kendricks, Co. "I," taken prisoner while ministering to his dying friend. Captain William S. Swan was seriously wounded, and returned, after the battle, to Chicago, re-joining his regiment as soon as his wounds permitted.

The 57th, with other regiments and detachments that succeeded in reaching the vicinity of the landing, formed a new line under General Hurlbut, in support of Colonel Webster's artillery, which was posted on a commanding position about half a mile from the river. This last position was attacked by Withers's and Chalmers's Confederate commands, which were speedily drawn back, and the contest for the day was ended.

On Monday, April 7, the 57th, with other regiments of Wallace's division, commanded by Colonel J. M. Tuttle, of the 7th Iowa, acted as support to Nelson's division of Buell's army.

On the reorganization of the army by Halleck, Brigadier-General T. A. Davies was assigned to the command of the Second Division of the Army of the Tennessee. Colonel Baldwin remained in command of

S. D. Baldwin

the Third Brigade, consisting of the 7th, 50th, and 57th Illinois regiments. The regiment afterward participated in the laborious advance to Corinth, and there went into camp near the town, until the following October.

On September 28, 1862, General Van Dorn, having concentrated his forces at Ripley, Miss., moved northeast, to attack Rosecrans at Corinth. On the night of October 2, he bivouacked at Chewalla, and early the following morning arrived before the old Confederate line of defenses around Corinth. During the night of October 2, Rosecrans issued his orders for the formation of his line of defense. His divisions were directed to move forward and take position in advance of his inner line of redoubts, which were within a short distance of the town—Hamilton's division on the right, Davies's in the center, and McKean's (Sixth) on the left—on the Chewalla road, with three regiments of Oliver's brigade advanced to the outer line of works. About nine o'clock, Van Dorn, advancing from Chewalla, attacked McKean's outposts, and he sent to General Davies an urgent demand for reinforcements. The Third Brigade, Colonel Baldwin, was detached from the Second Division, and moved to the support of Colonel Oliver, who was posted on a hill near the intersection of the Memphis Railroad with the outer line of works. A severe contest took place on his outer line, Lovell's Confederate division attacking McKean's regiments, and finally outflanking them on the right, penetrating between them and Davies.

The Third Brigade, with the rest of the advance troops, was compelled to retire; and, with McArthur's brigade, it formed a new line south of the Memphis Railroad, in rear of Battery "F," about three miles from Corinth. In this position the Third Brigade was on the right of McKean's line. At about two o'clock p. m., Davies's division had been forced back, leaving a gap upon McKean's right, of which the enemy took advan-

tage, gaining the camps of McArthur's brigade and threatening to outflank the entire division. Baldwin's brigade, and the 17th Wisconsin of McArthur's brigade, were ordered to charge. Advancing rapidly, they drove a Mississippi brigade from, and a half mile beyond, the Federal camps, and re-captured several sections of artillery. The Confederates again advanced in force, and the brigade was ordered to fall back to division line; after which it fell still farther back, to the vicinity of Battery Phillips, southwest of Corinth. During the night, the brigade re-joined its division, and moved to the north of the town where Davies's division was formed, with its right resting on Battery Powell, its left on the Mobile and Ohio Railroad. The Third Brigade, then reduced to about nine hundred men, occupied a position somewhat advanced, in the center of Davies's line. At about nine o'clock on October 4, the Confederates, under General Green, advanced, from the woods, north to Corinth, directing the weight of their attack on the right of Davies and Battery Powell, which latter was soon in their possession. The division was ordered to fall back, as the battery, if turned upon them, would enfilade the entire works. Baldwin's brigade fell back about two hundred and fifty yards, and there re-formed, maintaining that position and keeping up a steady fire, until the troops at the right had re-captured the battery and turned its guns on the enemy, when it moved forward and occupied its first line. The attack of Maury's troops on Davies's left reached the Third Brigade. The Confederates were driven back, followed by the brigade on a counter-charge, until it found itself under the fire of its own batteries. The loss of the 57th in the two days' engagements was forty-two, killed and wounded, Colonel Baldwin being among the latter.

The next day after the battle, Captain Swan was placed in command of the prison, and, with a detachment from the 57th regiment, guarded the prisoners until they were exchanged at Vicksburg, on the 18th of the month. These numbered about eleven hundred men. About the 15th, the balance of the regiment escorted the remaining prisoners to Guntown, Miss., where they were also exchanged.

The brigade pursued the enemy as far as Ruckersville, Miss., returning to camp at Corinth, October 12. On December 18, it went on a scout to Lexington, Tenn., marched thence to Henderson Station, on the Mobile & Ohio Railroad, and afterward returned to Corinth, forming a part of its garrison during the year.

Colonel Moses M. Bane, of the 50th Illinois, wounded at Shiloh, having returned to the field, assumed command as ranking officer of the Third Brigade, which was enlarged by the addition of the 39th Iowa and 18th Missouri regiments. On April 15, 1863, the brigade, under General G. M. Dodge, moved toward Tusculumbia, Ala., and marched through Iuka, Glendale and Burnsville to Bear Creek, on the Alabama line, arriving on the evening of the 16th. On the 17th, a bridge, made from the timbers of a log house in the vicinity, under the supervision of Colonel Rowett, was constructed across the stream at Town Creek, over which a line of skirmishers and artillery was thrown, and the enemy dislodged from the opposite bank. The command then moved forward to Cherokee, where it had a sharp skirmish with a portion of Forrest's cavalry. On the 25th, Dodge connected with Streight's command at Tusculumbia, which moved the following day on its ill-fated expedition into Georgia. The 57th, with Dodge's troops, moved, on the 27th, to Town Creek, where, after nearly a day's skirmishing, it gained possession of the railroad bridge, effected a crossing, and drove the enemy

three miles. On the 20th, the command returned to Tusculum, and thence to Corinth, arriving on May 3.

The regiment remained in camp at Corinth until November 4, when, with Dodge's entire command, it moved eastward, arriving at Pulaski, Tenn., November 11. It was then assigned to outpost duty at Linnville, on the Nashville & Decatur Railroad, twelve miles from Pulaski, where, on January 17, 1863, all of the regiment, except Co. "C," which remained in Tennessee, re-enlisted for a further term of three years, and the following day it proceeded, via Nashville, to Chicago on veteran furlough, arriving on the 27th.

Among the changes in the regiment, which returned under the command of Lieutenant-Colonel F. J. Hurlbut, were the following: Lieutenant W. F. Conkey, Co. "A," had been appointed general superintendent of contrabands in Tennessee; Lieutenant J. W. Harris, Co. "F," superintendent of contraband camp at Pulaski, Tenn.; Lieutenant F. Busse, Co. "G," to situation in navy-yard at Memphis; Lieutenant J. Weyrick, Co. "H," quartermaster of Third Brigade, Third Division. The regiment left again for the field on March 9, having received two hundred and fifty new recruits while at Chicago, raising its number to four hundred and ninety. On the 15th, it reached Athens, Ala., and was garrisoned there until May 1, when it joined Sherman's army at Chattanooga, and moved with Bane's (Third) brigade, Sweeney's (Second) division, Sixteenth Corps (General Dodge), on the Atlanta campaign.

The Second Division, with the Army of the Tennessee, moved to the range of hills overlooking Resaca, Ga., from which the enemy was dislodged by the division. On the evacuation of Resaca by Johnston, May 15, Sweeney's division was ordered to lay a pontoon bridge across the Oostenaula River at Lay's Ferry, and throw out a column on the main road toward Calhoun, to harass and retard the retreat of the Confederates. The bridge was laid, and the division started toward Calhoun in pursuit, encountering the enemy at Rome Cross Roads, where an engagement occurred, which lasted until nearly night. The enemy were driven by the Second Division, which then marched to Kingston, and thence to Rome, where, on May 22, it captured many prisoners. Bane's brigade garrisoned Rome until October.

In the reorganization of the army, at the conclusion of the siege of Atlanta, the Sixteenth was consolidated with the Fifteenth Corps, under the latter designation. The Second Division of the Sixteenth Corps was merged in the Fourth Division, under General J. M. Corse; the 57th then being in the Third Brigade, Fourth Division, Fifteenth Army Corps. On September 29, 1864, General Corse reached Rome with the balance of his division, and assumed command of the post. The same day, he received a telegram from General Sherman, intimating that Hood was crossing the Chattahoochee in the direction of Blue Mountain, and directing him to watch for the appearance of the enemy in the neighborhood of Cedar-town. Spies and scouts were sent out from Rome in every direction; the 9th Illinois Mounted-Infantry made frequent reconnaissances, but nothing definite was learned until the 2d of October, when it was ascertained that Wheeler's cavalry had destroyed the railroad near Big Shanty, and had moved to assault Dalton. The same day, the Confederates captured a train near Ackworth, and tore up the railroad at a point three miles south of Allatoona. On the 4th, General Sherman signalled from Kennesaw, to Corse at Rome, that Hood was moving to Allatoona; and

ordered him to move at once, with his whole force, to reinforce the garrison at that point, which consisted of a small force under Colonel Tourtelotte. On the same evening, October 4, General Corse, with the 39th Iowa, Lieutenant-Colonel Redfield commanding; 7th Illinois, Lieutenant-Colonel Rowett commanding; 15th Illinois, Lieutenant-Colonel Hanna commanding; Cos. "A" and "B," 57th Illinois, Major Eric Forsse commanding—all of the Third Brigade, Colonel Rowett—started for Allatoona, where the command arrived at one a. m. on the morning of the 5th, and immediately started the train back to Rome for the remainder of the brigade. On its return, a break in the road, caused by the heavy rains, delayed the train, and the remaining companies of the 57th, under Lieutenant-Colonel Hurlbut, did not arrive at Allatoona until about eight o'clock p. m. of the 5th.

Soon after the arrival of General Corse with reinforcements, Colonel Tourtelotte's pickets were driven in. At daybreak, the two companies of the 57th Illinois, under Captain Vansteinburg, of Co. "B," with some companies of the 39th Iowa, were sent forward by Colonel Rowett to the skirmish line, on the right of the railroad. General Corse moved his troops, under cover of the skirmishers, from the town to the summit of the ridge, east and west of the cut, where two small redoubts had been constructed, one on either side of the cut. He formed line-of-battle with the 39th Iowa and 7th Illinois, under Colonel Rowett (later reinforced by detachments of the 12th, 15th and 93d Illinois), on the west ridge, Colonel Tourtelotte's command holding the east redoubt. At about nine o'clock, the skirmishers were driven in, and took position in the rifle-pits surrounding the redoubt. French's Confederate division, under Generals Young and Sears, moved immediately on Corse's position, their line extending from the railroad on the south, in a half-circle around to the west, and to a considerable distance over, and beyond, the railroad on the north. General French, after thus surrounding the little force, called upon General Corse to surrender, "to avoid a needless effusion of blood," giving him five minutes to decide. The brave commander quickly replied that his command was "prepared for the needless effusion of blood," and continued his preparations for the terrible contest that he knew was at hand.

The fighting for the next two hours, in the words of General Corse, "was of a most extraordinary character." Young's Texas brigade attacked from the south and west; Sears and Cockeral from the west and north; the weight of the assault falling on the right of Corse's line. By eleven o'clock a. m., the ranks of the Confederates were so broken that they were obliged to reform for a regular assault on the fort; to which, and to the trenches surrounding it, Corse's command was by that time withdrawn. There the contest was renewed and continued without cessation until nearly four o'clock p. m., when the enemy was finally repulsed, after one of the most heroic struggles of the war. Cos. "A" and "B," 57th Illinois, fought in the west redoubt, after being driven back from the skirmish-line, and met the following losses:

Co. "A": killed, Thomas Ward, Phillip Bohaler; wounded, Thomas Minza; missing, William Duell. Co. "B": killed, Michael White; wounded, Lieutenant G. N. Barr, Corporal Hiram Lewis, Privates John James, John W. Clark, Granville Garo, George H. Guler.

Colonel Richard Rowett, commanding the Third Brigade, was seriously wounded, and the command thereof devolved upon Lieutenant-Colonel F. J. Hurl-

but, 57th Illinois, who reached Allatoona with the balance of the regiment on the evening of the 5th—a break in the railroad, as above narrated, preventing his earlier arrival. During the night of the 5th, that part of the regiment which had recently arrived was employed in digging rifle-pits; and on the morning of the 6th, there being no signs of the enemy, details were sent out to bury the dead and bring in the wounded. On the 7th, the brigade marched to Cartersville, and the next day to Kingston, where one company of the 57th was left in charge of prisoners captured at Allatoona. The rest of the regiment, with the Third Brigade, arrived at Rome on the 9th, and went into camp.

On October 13, it moved with the brigade six miles out from Rome, on the Cave Spring Road, and met the enemy, who was on his northward march, driving him several miles, with a loss to the regiment of seven men, killed and wounded.

On November 10, with General Corse's division, it commenced the march from Rome to Atlanta, and thence, with Sherman's army, moved, on the 15th, toward Savannah, arriving in front of that city December 10. On January 27, 1865, it marched north with its division, and was engaged, on the 19th, 20th and 21st of February, at Bentonville, reaching Goldsboro', on the 24th. It moved on the 10th of April to Raleigh, and, after Johnston's surrender, to Richmond and Washington, where it participated in the grand review, on May 24, and in June moved to Louisville, Ky. It there remained with the Fifteenth Corps until July, when it returned to Chicago, arriving on the evening of the 8th, via the Chicago, New Albany & Louisville Railroad.

The boys disembarked at the crossing near Camp Douglas, and immediately marched to barracks provided for them in the eastern part of the enclosure, being shortly thereafter mustered out.

Following is a partial roster of its officers at the time of the regiment's return:

Field and Staff.—Lieutenant-Colonel, Frederick A. Battey; Major, Charles Rattery; Surgeon, James R. Zearing; Assistant Surgeon, I. N. Bishop; Chaplain, N. G. Collins; Adjutant, John E. Youngberg; Quartermaster, John Harford; Sergeant-Major, C. K. Cobb; Quartermaster-Sergeant, Augustus Abele; Commissary-Sergeant, Joseph S. Beatty; Musicians, George F. Walker and W. W. Cluett; Hospital Steward, Joseph M. Stetson.

Line Officers.—Co. "A": Captain, William F. Conkey; First Lieutenant, Ely Barnum. Co. "B": Captain, George N. Barr; First Lieutenant, George B. Shurtz. Co. "D": Captain, Peter M. Wickstrum; First Lieutenant, Erick Berglund. Co. "E": Captain, Albert Thompson; First Lieutenant, John E. Delera. Co. "F": First Lieutenant, Joseph W. Harris. Co. "G": Captain, David Arnold; First Lieutenant, Lewis Volkman. Co. "H": Captain, William Gale; First Lieutenant, Alexander B. Hanna. Co. "I": Captain, Edmund D. Haggard; First Lieutenant, Martin Hoagland. Co. "K": Captain, Edward Gallagher; First Lieutenant, William C. Allen.

SILAS D. BALDWIN was born in New Haven, Conn., January 15, 1821; a son of Ammi and Martha (Smith) Baldwin. His father was a farmer, and a brave soldier of the war of 1812. Silas attended the district schools, and when only eight years of age raised a company of his comrades—fifty strong. He was afterward, for some three or four years, a member of the New Haven cadets. In fact, from boyhood he evinced that military capacity which was his dominant characteristic in after life. When he was only eighteen years of age, he went South, located in Franklin, La., and opened a large general store at that place, where he remained for five years, receiving, in 1841, his first baptism as a military man. During that year, Governor Roman appointed him a captain and military instructor in St. Mary's Parish. The Comanche Indians were then giving the early settlers much trouble, and Captain Baldwin, as a bright, dashing young officer, played no unimportant part in several celebrated rescues, notably the "Bob Walker" affair. In the fall of 1839, just previous to his departure for Louisiana, Captain Baldwin had married Miss Lucy Ann Hill, a native of Guilford, Conn. On September 8, 1843, he had the misfortune to lose his young wife, who was buried at Bayou Atchafalaya. In that

locality, Captain Baldwin attempted to establish a plantation. His inexperience, especially in Southern agricultural matters, caused him to fail in this undertaking, and, in 1845, he returned to New Haven, removing soon afterward to Bridgeport. At these two cities he engaged in the boot and shoe business, and was proprietor, at the latter city, of the Tremont House, among the best known railroad hotels in the State. Mr. Baldwin remained in Bridgeport from 1846 to 1857, marrying his second and his present wife, the year succeeding his settlement there, Miss Mary C. Hall. While a resident of Bridgeport, he organized the Eagle Guards, subsequently changed to Washington Light Guards, a military organization famous throughout that part of the country. Of the sixty members of the company who received instruction from him, forty-two became commissioned officers in the War of the Rebellion. He became its commander, and then was appointed lieutenant-colonel and colonel of the 8th Connecticut Regiment. At the time Colonel Baldwin decided to come West, in 1857, he resigned his military office. Locating in Milwaukee, Wis., he engaged in the manufacture of gas machines, governors and other apparatus, having obtained patents on many important improvements. From that time until the present he has followed this line of business, and now is in receipt of a very comfortable royalty from his patents, especially as regards improvements in gas and gasoline machines and burners. In Milwaukee, he also continued his career as a military man, becoming connected with the Light Guards, one of the finest organizations in the State, and acting for a portion of the time as its instructor. Coming to Chicago in the fall of 1860, he remained in this city for about a year. In the winter of 1861, he went to New York, with the idea of establishing himself in that city. In April, however, when Fort Sumter was fired upon, he returned to Chicago, and, although a staunch Democrat, entered heart, body and soul into the Union cause, being among those who most strenuously insisted upon the possession of Cairo as a strategic point for the Federal cause. He therefore assisted in organizing the first expedition that left Chicago for that place, having charge of the troops and train, in his position of brigade inspector and military instructor. Smith's battery was also with this expedition. While stationed at this point, his principal duties were confined to stopping boats coming down the river and preventing express offices from sending packages across the river into Kentucky, the neutral State. General Baldwin had the honor of firing upon a steamer belonging to Kentucky, the first boat which was brought to by a Union shell, and for his temerity a demand was made upon General Prentiss, the commander at Cairo, for "the man that fired the shot," but he refused on the grounds that he was not responsible to any one but his Government. General Baldwin was mustered out of the three-months service, and returned to Chicago, where he raised the 57th Illinois Infantry. Returning to Chicago at the close of the war, he continued to engage in the improvement and manufacture of gas apparatus. In February 1879, the city government recognized his ability in this line by appointing him gas inspector. General Baldwin joined the Masonic Order as early as 1852, becoming a member of St. John's Lodge, No. 3. He still takes a decided stand with the patriotic element of the Democratic party, being one of the founders of the National Veteran Association, organized in the spring of 1884. Five children have been born to him,—only one, Robert Hall Baldwin, who was born February 8, 1867, is now living.

FIFTY-EIGHTH ILLINOIS INFANTRY.

THE FIFTY-EIGHTH REGIMENT, or "MCCLLELLAN BRIGADE," was organized at Camp Douglas, Chicago, December 25, 1861, and there mustered into United States service, January 25, 1862. It was then composed of nine companies, the remaining company ("H") not being mustered in until February 7, 1862. Of the field and staff officers, Adjutant Lewis H. Martin, Quartermaster George Sawin and Assistant Surgeon George F. Heideman were Chicago men. Cos. "B," "D" and "F" were raised, and mainly officered, in Chicago; Cos. "A," "C," "E" and "H" partially so. Following is the original roster of the regiment:

Field and Staff.—Colonel, William F. Lynch; Lieutenant-Colonel, Isaac Rutishauser; Major, Thomas Newlan; Adjutant, Lewis H. Martin; Quartermaster, George Sawin; Surgeon, Henry M. Crawford; Chaplain, Patrick J. R. Murphy.

Line Officers.—Co. "A": Captain, Robert W. Healy; First Lieutenant, Eugene Lynch; Second Lieutenant, Hiram M. Van Arman. Co. "B": Captain, Thomas D. Griffin; First Lieutenant, Abraham Vanderburgh; Second Lieutenant, John W. Bab-

bitt. Co. "C": Captain, George W. Kittell; First Lieutenant, Sanford W. Smith; Second Lieutenant, Joseph G. Burt. Co. "D": Captain, Nicklaus Nicklaus; First Lieutenant, George Glassner; Second Lieutenant, Gustav C. Kothe. Co. "E": Captain, Karl A. Rutishauser; First Lieutenant, Charles Kittell; Second Lieutenant, Joseph Stauffer. Co. "F": Captain, Frederick Kurth; First Lieutenant, Julius Kurth; Second Lieutenant, Louis W. Pfeif. Co. "G": Captain, James A. Bewley; First Lieutenant, Loring P. Fuller; Second Lieutenant, Robert H. Winslow. Co. "H": Captain, Lawrence Collins; First Lieutenant, John C. Loneragan; Second Lieutenant, Danforth L. Scott. Co. "I": Captain Philip R. Heelan; First Lieutenant, David J. Lynch; Second Lieutenant, Job Moxom. Co. "K": Captain, Patrick Gregg; First Lieutenant, John Tobin; Second Lieutenant, John W. Gregg.

The 58th Illinois was composed of the best material; its officers were educated men, and many of them, being men of means, contributed largely to the support of the regiment while in camp.

Colonel Lynch was educated at the University of



Notre Dame, South Bend, Ind., as was Captain Robert W. Healy, of Chicago. Captain Gregg, Co. "K," was a graduate of the Royal College of Surgery, Dublin; Captain Kittell, Co. "C," a graduate of Rush Medical College, Chicago; Lieutenant McArthur, a student of Oberlin College; and Lieutenants (afterward captains) Fuller and Winslow were clergymen. Lieutenant Joseph G. Burt, of Chicago, afterward adjutant, raised Co. "C," of which he was elected lieutenant. He received four wounds at the battles of Fort Donelson and Shiloh, and at the latter battle was captured. After months of imprisonment, he was released on parole, and reached Chicago in company with General Prentiss, Colonel Lynch and others. He soon had a return of an illness contracted during his captivity, and died at his home in Chicago, November 9, 1862.

On February 11, 1862, before the regiment was thoroughly organized, virtually without arms, and with only a few weeks' drill or discipline, it was ordered to the front. Reaching Cairo on the 12th, it reported to General E. A. Paine, was assigned to the Third Brigade (Colonel J. M. Thayer), Third Division (General Lew Wallace), and immediately embarked on the steamer "Fanny Bullitt," for Fort Donelson; where it arrived at midnight of the 13th. On the following morning, it was temporarily assigned to Lauman's brigade, Second Division, General C. F. Smith, and a portion of the regiment was detailed for skirmish duty during the day. On the 15th, it joined its own brigade, with which it participated in the attack on the enemy's left, in which all the ground previously lost by McClernand was recovered, and the brigade advanced to within one hundred and fifty yards of the intrenchments, holding the position until the capitulation. The regiment suffered at Fort Donelson more than others which had been longer in service. The boys were unprovided with haversacks, and fell short of rations; their arms were worthless; and, in common with the rest, they were without tents or fires. The weather, which had been mild and pleasant, changed during the battle to a cold, sleety storm, with a northwest wind, which rendered the sufferings of those not yet injured to camp life almost unbearable; yet the new regiment bore these hardships with courage and cheerfulness. Fort Donelson capitulated on the morning of the 16th, and

the 58th, with its command, after remaining there until the 18th, moved to Fort Henry, arriving at noon on the 19th.

With Colonel Thayer's brigade, it embarked at Fort Henry, on the transport "Boston," and ascended the Tennessee to Crump's Landing, about four miles above Savannah, where the division of Lew Wallace disembarked, and, on March 12, was marched to Purdy, some twelve miles southwest, where it destroyed the railroad, and the same evening returned to the transports. The following morning, it went into camp about a half-mile from Crump's Landing, where it remained until the 29th, when it proceeded to Pittsburg Landing, to join the division of General W. H. L. Wallace (commanding in place of General C. F. Smith, who was, at that time, sick, and soon after died). It was assigned to the Third Brigade, Colonel T. W. Sweeny, and went into camp near the Landing, where it received new arms, and remained until the 6th, engaged in perfecting its organization and in drill.

On the morning of the 6th, the 58th was ordered to move forward on the main road from the Landing, and take up a position there with the 7th Illinois, in support of a battery. This position they held, with some slight changes, until four o'clock in the afternoon. The battery was once charged, and retreated, leaving one gun on the field, which the two regiments took possession of, and held. As the forces gave way to the right and left, the regiment took possession of a log-house, to its left, and, shielded by that and a pile of cotton bales, again made a stand. This position was held some fifteen minutes, when it was flanked, both on right and left, with large forces of the enemy in the rear. Orders were given by Colonel Lynch to the regiment to cut its way through, but only enough to form three companies succeeded in the attempt. The rest were wounded or taken prisoners.

Two officers and twenty-five privates were killed, and two hundred and twenty-three of the regiment, including the colonel, lieutenant-colonel, major and adjutant, were captured. Eight officers were wounded, as were a large proportion of the privates, who were taken prisoners. Among the officers killed were Lieutenant Louis W. Pfeif, Co. "F," Chicago, and Captain James A. Bewley, Co. "G," of Dement. Captain Karl Rutishauser, Co. "E," and Lieutenant John C. Loneragan, Co. "H," died of wounds, received in the engagement, soon afterward. The captured men were confined in various rebel prisons at Mobile, Selma, Montgomery, and other points, in Alabama, and at Macon, Griffin and Madison, Ga., for about seven months, their number being reduced in that time, in consequence of privation and cruel treatment, to one hundred and thirty.

On the 17th of October, 1862, these were gathered in Libby Prison, Richmond, Va., where they were paroled and sent to Annapolis. They returned to Illinois in December, reaching Camp Butler, Springfield, on the 23d. The officers were paroled on October 15, 1862. That portion of the regiment not captured at Shiloh, with fragments of the 8th, 12th and 44th Iowa, all of Wallace's division, were formed into the "Union Brigade"; the detachment of the 58th being under command of Captain Robert W. Healey, Co. "A," the ranking officer remaining to the regiment. Under him the command participated in the siege of Corinth, and in the pursuit of Beauregard's forces as far as Jonesville, Miss.

One company of the 58th was engaged at Iuka, losing seventeen in wounded and prisoners, and it

also participated in the battle of Corinth, October 3 and 4.

The regiment was re-united at Camp Butler, in December, 1862, where it remained until June 28, 1863, Colonel Lynch being in command of the post. During this time its ranks were again filled, and it was thoroughly organized and drilled. During the remainder of the year, portions of the regiment garrisoned Cairo, Mound City, Paducah, and Mayfield, Ky. Cos. "A" and "B," stationed at Mayfield, on November 9, had a sharp skirmish with a party of guerrillas, pursuing them to a point on Obion River, four miles from Union City, Tenn., where, in attempting to cross the river, the rebels were routed with a loss of eleven killed and fifty-three captured. In December, the same companies had another encounter, in aid of the loyal citizens of Mayfield, in which another gang of guerrillas, which had been prowling about the neighborhood, committing depredations on the property of Unionists, and threatening their lives, was routed and driven from the neighborhood, the detachment losing several of its number in killed, wounded and captured; of the latter, five captives belonged to Co. "B" (Chicago), and were all recovered the following day.

January 1, 1864, the regiment concentrated at Cairo, where the men re-enlisted as veterans. Colonel Lynch was promoted to be commander of the First Brigade, Third Division, Sixteenth Army Corps, the 58th being commanded by Lieutenant-Colonel Rutishauser. On January 21, the regiment proceeded to Vicksburg, where it joined General Sherman's forces, and, on February 3, with Smith's division, left Vicksburg on the famous raid through Mississippi, known as the "Meridian raid," reaching Meridian on the morning of the 15th, having marched, in the eleven days, about one hundred and sixty miles, passing through Clinton, Jackson, Brandon, Hillsboro' and Decatur, and routing the enemy in various skirmishes. At Meridian, the arsenal, railroad buildings and commissary stores were destroyed, and, on the 20th, the expedition started on its return to Vicksburg, reaching there on March 2. During the return march, some five thousand contrabands joined the army, who were sent in advance of the troops.

On March 10, the 58th, with General Smith's forces, embarked for General Banks's Red River expedition. Proceeding up the Red River and the Atchafalaya, the troops reached Simsport, La., on the 12th, where they disembarked, and the next morning the regiment marched up the Atchafalaya River, to the embouchure of the Bayou Glaize (Yellow Bayou). At Simsport, it was decided that the forces under General Smith should march overland to Fort DeRussy, thirty-five miles distant, while the gunboats proceeded up the Red River to co-operate with them at that point. The column started at night of the 13th, and reached the fort at three o'clock the following afternoon—re-building a bridge and repelling several threatened attacks of the enemy's cavalry during the march.

Fort DeRussy, which consisted of two distinct and formidable earth-works, connected by a covered way, and mounting two field and two siege guns at the time of its capture, was situated about a quarter of a mile from the bank of the Red River on the slope of a ridge, and had a casemated battery of three guns commanding the river. As General Smith's column approached the fort, it opened with its four guns, all it had at command—firing shells and shrapnel. The cannonading was answered by the Federal column, and after it had continued two hours, a line of skirmishers was sent forward. In the midst of the heavy fusillade that followed, the

58th Illinois and 8th Wisconsin were ordered to lead a charge on the works. Just as the two regiments reached the ditch, the garrison surrendered, and the colors of the 58th were the first planted on the works. The gunboats came up just as the fort surrendered, and hence were not needed in the engagement. The main force of the enemy, under General Walker, made their escape from the fort before the engagement, leaving only three hundred men to defend the works. These, with eight heavy guns, two field-pieces, and a large quantity of munitions of war, fell into the hands of the victors.

Immediately after the surrender of the fort, the regiment embarked with the Third Division, and proceeded to Alexandria, arriving March 16, 1864, and remaining at that point several days, awaiting the arrival of General Banks. The forces of General Smith then moved twenty miles up the river to Grand Ecore, La., and there remained until the 7th of April, when they marched toward Shreveport, the Thirteenth and Nineteenth Corps having preceded them two days. Under General A. J. Smith's command were two divisions of the Sixteenth Corps, his own (Third) and General Mower's (First). The First Brigade of the Third Division was commanded by Colonel Moore; the Second by Colonel Lynch, of the 58th Illinois; the Third by Colonel Shaw, of the 14th Iowa.

On the 8th, at sundown, Smith's command reached Pleasant Hill, having been delayed five hours on the road by the wagon-trains of the advance. During the same day, General Banks had met the enemy at Mansfield, or Sabine Cross Roads, sixteen miles in advance of General Smith, and had been thoroughly whipped, with very heavy loss, and were driven back in disorder to Pleasant Hill, where the Federal troops were again attacked the next day. The following in regard to the part performed by the 58th Illinois in the engagement of the 9th, is from Colonel Lynch's report of the battle:

"In accordance with orders received, we marched from Grand Ecore, La., on the morning of the 7th. After proceeding some fifteen miles on the Shreveport road, we went into camp for the night. On the morning of the 8th, we were detained somewhat, in waiting for the Second and Third Brigades to pass. We started at eight o'clock a. m., and arrived near Pleasant Hill at dark, having marched twenty-one miles that day. During the afternoon, heavy cannonading was heard in our front, denoting an engagement between our advance (Thirteenth and Nineteenth Corps) and the enemy. At two o'clock a. m. of the 9th, we were in line-of-battle, awaiting the approach of the enemy, who had defeated the Thirteenth and Nineteenth Corps. We remained on our arms until ten a. m., when we moved forward about one mile, and formed in the following order in the east center of the field, namely, the 89th Indiana Infantry in front, the 9th Indiana Battery in its rear, and the 58th and 119th Illinois Infantry in rear of the battery. We remained in this position until 12 m., when the 58th and 119th Illinois were moved by the left flank to a point about three hundred yards to the left, and formed on a ridge in the woods, facing outward. From this point, the 58th Illinois was moved about half a mile to the front, and left, of the original position. Here this regiment was halted, and a breastwork of fallen timber thrown up, behind which the men took shelter. After these arrangements were made, skirmishers were thrown out from this regiment and the 119th Illinois. The 89th Indiana was then moved a little distance to the left, to support the 3d Indiana Battery on the right and the 1st Vermont Battery on the left. The 9th Indiana Battery was placed in position on the right of the 3d Indiana Battery, and about two hundred yards therefrom, there being a New York regiment between. In this position we remained until four p. m., when musketry in our front admonished us that the fight had begun. Soon the enemy advanced from the woods, driving before them a brigade of Eastern troops, which had occupied a position in a ravine or ditch on the opposite side of the field. Pursuing this brigade, and flushed with victory, the rebels continued to advance with yells that carried terror to many a stout heart. Still pressing on, they drove our troops back, and even had possession of one of our batteries (Battery 'L,' First United States Artillery), when, on a sudden, the 58th Illinois Infantry, which had been advanced to the left, and front, appeared in the edge of the

woods on the enemy's right flank. The order was given to charge, and with unearthly yells, and with lightning-like rapidity, they were on the enemy. Fierce was the struggle, and nobly did the brave 58th do their work, driving the before victorious enemy before them. They halted not until they drove the rebels into the ditch in front. Here we captured about four hundred prisoners, whom I sent to the rear, in charge of an officer, with instructions to report them to Brigadier-General Mower, but who delivered them to a staff officer, belonging, I have since understood, to the Nineteenth Army Corps. The 58th Illinois claim to have captured more prisoners than they have men in the regiment. Certain it is, that their furious attack completely turned the flank of the enemy, and decided in a great measure the fate of the day. At this point, the battle was most fierce; success seemed first to favor one and then the other. Twice were our boys driven back between the guns of the abandoned Battery "L," United States Artillery, and as often did they rally and repulse the enemy. At last the enemy were driven into the woods in confusion, and three pieces of artillery captured by the 58th Illinois. * * * The 58th, after entering the woods, became separated, a portion following the colors, and the remainder accompanying myself. After coming into the woods, I found the men in the greatest confusion, but knowing our situation was most precarious, I ordered all to push forward. With a rush the men obeyed, the color-bearers to the front. Closely we pressed the rebels, driving them to the left through the woods, and up the road for a distance of over three miles. Never did a man flinch, although the enemy outnumbered us six to one—the number of colors with us probably deceiving them as to our real strength. In the pursuit, so close were we to the rebels that our men seized them by the collars, bayoneting some, and capturing others, while in the very act of firing their pieces. Six caissons, and a large number of very fine horses were taken by us during this charge. Having pursued the enemy three miles, I found him forming beyond an open field in considerable force. Hastily forming my broken column, I found myself opposed to about three thousand rebels, while my force did not exceed as many hundred. I directed the men to open fire, which was done at once, causing the rebels to break in confusion. Being so far from any support, I found it necessary to re-join our main force, and at once ordered a return, in which we were unmolested. It being quite dark, and being burdened with our wounded, which we brought with us, I was compelled to leave the caissons, though I, at the time, supposed we were to bring them off in the morning. Having moved back to the open field, we joined the other regiments of the brigade, and after obtaining a supply of ammunition, moved out with the brigade about a mile upon the road over which we had driven the rebels, there formed line of battle, and remained during the night. At this time, the 58th Illinois was detached, and moved to its original position behind the fortifications upon the left of the open field.*

Captain John Tobin, commanding Co. "K," was shot through the heart while leading his men in this charge. The total loss of the regiment is not officially reported.

On April 10, Banks's forces fell back toward Grand Ecore,† where they remained until the 23d, and thence retreated to Alexandria, which point was reached on the 29th. As soon as Admiral Porter had his gunboats over the falls‡ above Alexandria, about May 13, that place was evacuated by the army, which marched thence to Simsport, meeting the enemy at Marksville Prairie on the 16th, and on the 18th at Yellow Bayou, which empties into the Atchafalaya a few miles above Simsport.§ In the latter engagement, the 58th lost heavily. The advance, with the trains and stores, and also a large portion of the main force,

had crossed the bayou, when the enemy, under command of Major-General Polignac, attacked Smith's forces, which formed the rear. A bloody though brief engagement followed, in which the Confederates were routed with the loss of about three hundred prisoners. Colonel Lynch was wounded during the engagement; and the 58th Illinois, which, with the 6th Massachusetts, and 14th New York and 3d Maryland Cavalry, bore the brunt of the fighting, suffered severely. Lieutenants James E. Moss, Co. "E," and Charles Maager, Co. "D," the latter of Chicago, were killed. Nine color-bearers were shot, one of whom—Fred. Mink—refused to yield the colors to another until he was wounded in both arms.

The regiment, with its division, arrived at the crossing of the Atchafalaya on the 19th, where a bridge was constructed, and on the 20th, the river was crossed and the army again entered Simsport, when General Canby superseded General Banks. From Simsport, the 58th, with Smith's command, returned to Vicksburg, which point was reached May 24. The rebels having attempted to blockade the Mississippi, at Columbia, Ark., the division moved up the Mississippi, and, in an engagement near Lake Chicot, drove him toward the west. After a pursuit of several miles, it marched to Columbia, and thence moved up the river to Memphis, where, on the 10th of June, the veterans received a thirty days' furlough and returned to Illinois, the non-veterans being sent to LaGrange, Tenn., from which place, in July, they moved, with General Smith's corps, to Tupelo, Miss., and participated in the engagements with Forrest's cavalry near that place, returning to Memphis after a march of two hundred and sixty miles. The veterans there re-joined the regiment, August 6, and the following day the regiment marched with General Smith's forces into Mississippi, on the "Oxford raid," returning on the 29th. September 5, it moved on a campaign against General Price, who was raiding Missouri. After pursuing Price through southern Missouri, General Smith's force returned to St. Louis, September 29, and thence moved to Jefferson City, on the Missouri River, and west to Lexington and Independence, in pursuit of Price, who was then moving toward the south, raiding eastern Kansas as he went. Price's forces having been defeated by General Blount, in Kansas, the troops returned to Jefferson Barracks, St. Louis, arriving November 18, and after resting for a few days, and refitting for another expedition, proceeded with the Sixteenth (Smith's) Corps up the Ohio and Cumberland rivers to reinforce General Thomas, at Nashville, arriving December 1, and taking position in the defensive works on the right of the line. The regiment participated in the battles of the 15th and 16th, and joined in the pursuit of Hood's army as far as Clifton, Tenn., where it encamped, January 2, 1865, and, with the Sixteenth Corps, was thence taken in transports down the Tennessee to Eastport, Miss. At that point, the non-veterans, whose term expired February 7, 1865, left, to return to Illinois. On January 23, the veterans and recruits were consolidated into four companies, under the designation of Battalion 58th Illinois Infantry, Major R. W. Healy, of Chicago, commanding battalion, Washington B. Pullis, of the same city, retained in service as captain of Co. "A," and John O. Kane, as captain of Co. "D." On February 9, the battalion left Eastport, proceeded to Cairo, and thence to New Orleans, where, in March, it joined General Canby's forces, and on the 5th, moved to Dauphin Island, to take part in the operations against Mobile. On the 25th, the command arrived before Spanish

* It is to be remembered that the manner in which the Confederates were withdrawn to Grand Ecore and from Pleasant Hill was a potent consolation to the Union army, for it was demonstrated that they thrashed under Banks at Mansfield. The statement of S. P. Benson's military title is made purposely; had the Confederates at Grand Ecore and at Pleasant Hill been a smaller number, very many lives and thousands of dollars worth of property might not have been sacrificed. The reputation of the 58th Illinois as "The Rebels' Commissary" is too well-known to need repetition.

† Grand Ecore, La., is now a town.

‡ The gunboats were the iron-clad "Mound City" and "Fort Ball" says I.

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Fort, where it remained until April 3, employed in picket and other duty, and where Lieutenant Thomas Malloy was killed. It then moved to Fort Blakeley, and remained in front of the works until the 9th, when it participated in the final charge on the works, and, after the surrender, went into camp near Mobile. At Mobile, it was joined by six companies, raising it to a full regiment, when it marched one hundred and eighty miles to Montgomery, Ala., where it remained employed in garrison duty until April 1, 1866, when it was mustered out of service, and returned to Camp Butler, Springfield, for final payment and discharge.

SIXTY-FIFTH ILLINOIS INFANTRY.

The SIXTY-FIFTH ILLINOIS, known as the "SCOTCH REGIMENT," was recruited early in 1862, the first recruits being placed in Camp Douglas on January 30, of that year. It was organized at that post by Colonel Daniel Cameron, and mustered into United States service May 5, 1862, its colonel and other field-officers being from Chicago. Co. "H," "The Glengarry Guards," was recruited and officered in the city; Co. "G," in Cook County.

The Field and Staff officers, and the officers of the Companies mentioned were. Colonel, Daniel Cameron, Jr.; Lieutenant-

Daniel Cameron

Colonel, William S. Stewart; Major, John Wood; Adjutant, David C. Bradley; Quartermaster, James C. Rankin; Surgeon, George K. Park; Chaplain, Charles T. Roe. Co. "G": Captain, Iranoff Willentzki; First Lieutenant, Alexander W. Diller; Second Lieutenant, Louis H. Higgins. Co. "H": Captain, Alexander McDonald; First Lieutenant, Lysander Tiffany; Second Lieutenant, John J. Littler.

The regiment remained at Camp Douglas until June 21, 1862, when it was ordered to the East, to participate in the defense of Washington. It was stationed at Martinsburg, Va., during a part of the summer, Colonel Cameron being placed in command of the district, and then, with other troops, under the command of Colonel Miles, was sent to garrison Harper's Ferry, upon the surrender of which post the regiment was captured. It was paroled the following day, September 16, and sent to Camp Douglas, Chicago, where it remained until April, 1863, when it was exchanged, and all, except two companies, were sent to join General Julius White's command, in Kentucky.

During June, the regiment made a successful expedition up the Sandy River, against the Confederate General Candill. It remained in eastern Kentucky until August, when it returned to Camp Nelson, Lexington, Ky., to move with Burnside's army over the Cumberland Mountain to Knoxville. The regiment was in the Second Brigade (Colonel Cameron commanding), Third Division (General J. D. Cox), Twenty-third Corps (Major-General George L. Hartstaff). The Twenty-third Corps, forming Burnside's right, moved, by way of Tompkinsville, Somerset and Chitwood's, to Montgomery, where it was joined by the left wing, under the personal command of Ambrose E. Burnside, and the united force moved on Kingston, thus turning Cumberland Gap. During September, the Ninth Corps joined the Twenty-third, and the latter was advanced thirty miles beyond Knoxville, to Loudon, retiring to Knoxville on the approach of Longstreet.

The 65th was joined at Knoxville by the two companies which had remained behind at Camp Douglas, and, with Cameron's brigade, was assigned to the defense of the South Side Heights, taking part in the engagements of the 25th and 29th of November. The army remained in winter quarters in East Tennessee through the winter, with the exception of a brief expedition to Dandridge, in January, 1864.

The army suffered extremely during the winter. General Cox says * that the troops endured the extremest want until the beginning of March. The cattle that had been collected at Knoxville before the siege, grew so thin for lack of forage, that, by January those turned over to the troops for beef could scarcely stand from weakness. It was the custom of the commissaries to drive the poor creatures over a little ridge in the field where they were corralled, and kill only those too weak to get over—only those that must soon die anyway, keeping the others a little longer for future use. Bread was made of corn ground into meal, cobs and all. The troops foraged diligently but could procure but very little from the exhausted country.

With January, 1864, came a terrible storm from the northwest, covering the ground with ice and sleet. The half-naked soldiers hovered around their camp-fires, some without coats, some without pantaloons, some with tattered blankets tied like petticoats about their waists. An officer, passing among them with words of sympathy and encouragement, was greeted with the cheery response, "It's pretty rough, General, but we'll see it through." Even during that fearful time, cheers were heard ringing out from one and another of the regimental camps, indicating that the regiment had "veteranized," as it was then called when a majority of the rank and file had re-enlisted for another three years, or during the war. The only inducement the Government offered was that those re-enlisting should, in their turn and as rapidly as it was safe, have a furlough of thirty days at home. The 65th was one of the regiments that thus veteranized, and in March it returned, with over four hundred men, to Illinois on furlough.

At the expiration of a month it returned to the field, and joined Sherman's army, for the Atlanta campaign, twenty-five miles below Kingston, Ga. The Twenty-third Corps then occupied the extreme right of Sherman's line—Cox's (Third) division in the advance. Cameron's (Second) brigade consisted of the 65th Illinois, 24th Kentucky, 103d Ohio and 65th Indiana. On the morning of the 15th of June, a general advance of the Union line was ordered. The 65th was brought into a sharp engagement at this time, the Confederate line being carried, and Johnston's troops driven back to Gilgal Church. The 65th occupied the abandoned works the following day, and was engaged continuously in skirmishing until the 20th, when the head of Schofield's column reached the crossing of Noses Creek on the Sandtown Road, and Cameron's brigade was ordered to make a serious effort to cross. The creek was deep and unfordable, the stream being so high as to cover the bottom-land skirting its banks. The planking of the only bridge was torn up, and the enemy's cavalry, with artillery, disputed the passage. Volunteers were called for, and about fifty men of the 65th stepped forward and, with a few others, under command of Colonel Casement, of the 103d Ohio, charged across the bridge, drove back the enemy and held the bridge-road until the remainder of the brigade crossed on the timbers and string-pieces. The regiment, with its division, occupied successive positions at Cheney's House and Culp's Farm, drove

* Campaigns of the Civil War, "Atlanta."

the enemy from the south bank of Olley's Creek on the 27th, and intrenched a position south of Marietta, in the Nickajack Valley.

On the 8th of July, Cameron's brigade crossed the Chattahoochee near Soap Creek, the crossing being a complete surprise to the enemy. During the advance from the Chattahoochee to Atlanta, and while intrenched before that city, the regiment was engaged in numerous skirmishes. On the 29th of July it was in the severe engagement at Ezra Church, in rear of Atlanta, and again, on the 6th of August, in another at the crossing of Utty Creek. On the 18th, Captain James Duquid, Co. "A," with four companies of the 65th, drove the enemy from near the crossing of the East Point and Campbelltown roads, and, on the 26th, with Casement's (formerly Cameron's) brigade, it engaged in the movement on the Macon Railroad south of Atlanta, reaching "Rough and Ready" Station on the 30th, destroying the road at that point, and advancing thence to Jonesboro', where it participated in the battle of September 1. The Atlanta campaign being then ended, the Twenty-third Corps went into camp at Decatur on September 9th, remaining until October 5, when it marched, in pursuit of Hood, to Allatoona and Rome, and thence, through Kingston, to Resaca, Summerville, and Gaylesville, Ala., arriving at the latter place on the 20th. Remaining seven days, the regiment, with Schofield's command, then returned to Dalton, where it arrived on the 29th, and thence moved by rail to Nashville, arriving November 7. From Nashville it moved to Pulaski, Tenn.

Finding that the enemy was likely to get in his rear, and prevent his junction with Thomas, at Nashville, Schofield abandoned Pulaski on the 22d of November, and commenced his retreat, reaching Columbia on the 24th, where he made a stand at the crossing of Duck River. On the 25th, Casement's brigade, Third Division (General J. D. Cox), of which the 65th formed a part, was ordered, with other troops, to the north side of the river, to cover the pontoon bridge at the ford and hold the crossing. The position was strengthened the following day, and stubbornly held against Hood's attempts to cross, the 65th losing three officers and fifty men, killed and wounded. At night on the 29th, the division marched to Spring Hill and thence to Franklin, arriving on the morning of the 30th. Intrenchments were hastily thrown up in front of the village, the Columbia pike, on which Hood was advancing, being left open to enable the artillery and wagons to pass to the rear. The opening was commanded by an intrenchment crossing the road a little in the rear. The 65th occupied a position behind the breastworks lying to the left of the Columbia pike, and near the railway and Harpeth River.

The attack of the Confederates was made about four in the afternoon; the attack on Casement's line being made by parts of Loring's and Walthall's divisions. The Second Brigade occupied a slight knoll, well intrenched. General John Adams, leading the first charge on the position, leaped the ditch and mounted the parapet, where his horse was killed, and he was thrown inside the Federal lines, mortally wounded. Generals Quarles and Scott were both wounded in leading assaults on this portion of the line, a captain being the ranking officer in Walthall's division at the close of the battle. The 65th captured the colors of the 15th Mississippi Infantry, Adams's brigade, which made the first charge; and at the close of the contest more than two hundred dead and wounded Confederates covered the ground in its front, attesting the desperation with which it defended its position. The battle raged until long

after dark, when Hood withdrew and the Federal forces crossed the Harpeth, and, on the morning of December 1, joined the army of General Thomas at Nashville.

On December 15-16, the 65th participated in the battle of Nashville, and afterward joined in the pursuit of Hood to Clifton, Tenn., where the regiment remained until January 15, 1865. On January 14, General Schofield received orders to move with the Twenty-third Corps from Clifton, and with that and the Tenth Corps, Major-General Alfred H. Terry, operate against Wilmington, N. C. The 65th, with other portions of the corps, moved by boat to Cincinnati, thence by rail to Washington and Annapolis, where it embarked February 2, for Wilmington, landing at Fort Fisher on the 7th. Until the 15th, Cox's division was engaged in the attempt to cross Myrtle Sound by means of pontoons; when they were forced to Smithville, crossed Cape Fear River on the 16th, and commenced the advance on Fort Anderson. The division succeeded in turning the fort on the 18th, and during that night it was abandoned by the enemy, and, with ten pieces of heavy ordnance, fell into the hands of the division. The Confederate General Hoke retreated to Town, or Smithtown, Creek, eight miles above the fort, and took refuge in another strongly fortified work at that point, from which he was routed on the afternoon of the 20th, Casement's brigade having waded through the marsh in front of the works, and, with Sterl's brigade, charged upon the position. The fort was defended by Hapgood's brigade, temporarily commanded by Colonel Simonson. The troops made a brave resistance, but were broken by the assault, and finally routed with the loss of the colonel and three hundred and seventy-five of the brigade captured, besides three pieces of artillery. Wilmington was evacuated on the night of the 21st, and the 65th, with the other troops, had the gratification of celebrating Washington's birthday in the captured city. On February 26, 1865, the regiment, with Cox's division, embarked for Newberne, which it reached on the last day of the month. On March 6, it moved to Kinston, whence five companies, except veterans, were sent to Chicago, under Captain Duquid, of Co. "A," to be mustered out, their term having expired.

On the 21st of March, the railroad having been repaired, the Third Division, with the remainder of the Twenty-third Corps, entered Goldsboro', and was there joined in a day or two by Sherman. The 65th marched from Goldsboro' for Raleigh on April 10, where it remained until the surrender of General Johnston's army. From Raleigh, the additional non-veterans, Major Kennedy commanding, were ordered home for muster-out. The remaining veterans moved to Greensboro', N. C., and went into permanent camp, being consolidated under the company letters "H" and "K." Co. "B" was filled to the maximum with drafted men, and four new companies were assigned to the regiment, on May 1. In June, four officers and two hundred and fifty men were assigned to the regiment from the 92d Illinois, two officers and one hundred and twenty men from the 112th Illinois, and twenty-five men from the 107th Illinois. Lieutenant-Colonel William S. Stewart was mustered as colonel, with rank dating from July 31, 1864. On July 13, 1865, the regiment was mustered out, and departed for Illinois, arriving at Chicago July 22, where it received final payment and discharge, July 26, 1865.

GENERAL DANIEL CAMERON was born in Berwick-upon-Tweed, April 13, 1828, and was a descendant of the Camerons who lost their all under Lochiel, at Culloden, in 1746. His father was a publisher, who numbered among his friends some of the most

talented men of the country, such as John Mackey Wilson, Robert Gilfillan, Allan Cunningham, Carr, and others. Daniel Cameron removed to America in 1851, and settled in Cook County, near Chicago. In the spring of 1854, with Messrs. Cook and Patterson, he bought the Chicago Current, which was merged in the Young America soon after. During the same year, Messrs. Cook, Cameron and Sheahan established the Chicago Times, issuing the first number on August 20. Mr. Cameron became one of the editors of the paper the following fall, and remained joint-editor and proprietor until 1858, when he retired from the firm on account of ill-health. In 1859, he returned and took part in the direction of the paper until 1861. After the death of Hon. Stephen A. Douglas, of whom he was a warm personal and political friend, and the subsequent disruption of the Democratic party on war issues, Mr. Cameron raised the 65th Illinois Infantry, known as the "Scotch Regiment." Of this he was chosen colonel. He remained at Camp Douglas with his regiment, being in command of the camp for a brief time, from the early spring of 1862 until June, when he was ordered to join the Army of the Potomac and participate in the defense of Washington. He was assigned to the command of the District of Martinsburg, and, with his command, afterward formed a part of the garrison of Harper's Ferry surrendered by Colonel Miles in September, 1862. After being exchanged, he was sent, with his command, to Eastern Kentucky, and on the departure of Burnside to occupy Knoxville, was appointed to the command of the Second Brigade, Third Division, Twenty-third Corps, accompanied the Army of the Ohio in its march over the Cumberland Mountains to Knoxville, and participated in the subsequent defense of the city against the assaults of Longstreet's forces. For his brave and successful defense of the South Side Heights—the position assigned to him—he received the congratulations of General Burnside, and was placed in temporary command of the Third Division. During the Atlanta campaign, he commanded his old brigade, having received a commission as brigadier-general, and at the close of that campaign retired from active service. He was afterward engaged in politics—acting with the conservative branch of the Democratic party. He supported Horace Greeley for the presidency, and soon after the close of that campaign retired to his farm, seventeen miles northwest of Chicago, where he died. He was married, in 1850, to Mary Ann Ward, of Berwick-upon-Tweed, and had a family of twelve children, of whom several are still living.

THREE MONTHS REGIMENTS OF 1862.

In the latter part of May, 1862, when the main portion of the Army of the Potomac was confronting the Confederate forces on the line of the Chickahominy, and McDowell's corps, relieved from the defense of Washington, was marching to reinforce it, Stonewall Jackson made his bold irruption into the Shenandoah Valley, pushing back the army of General Banks to Winchester, whence it retired, May 25, to the north of the Potomac, and Jackson continued his advance almost to Harper's Ferry, capturing prisoners, and devastating the country as he moved.

Great alarm was felt in Washington for the safety of the capital, and, in addition to the concentration of all available forces already in the field for its protection, orders were issued by the War Department, demanding of Governor Yates that all the volunteer and militia force in the State be organized and forwarded immediately. Although this order was revoked two days later, five regiments—67th to 71st inclusive—were organized for three-months' service, and in two weeks were in camp. All of these, with the exception of the 71st, remained on guard duty in the State, thereby releasing veteran troops and allowing them to proceed to the field.

Of the infantry regiments thus organized, the 67th and 69th were partially recruited and officered* in Chicago, both being organized at Camp Douglas, and remaining there in charge of prisoners-of-war during their entire term of service.

The 67th Illinois was commanded by Colonel Rosell M. Hough, formerly major in the 9th Illinois Cavalry,

R. M. Hough

and the 69th by Colonel Joseph H. Tucker, long connected with the military organizations of the city, and, at the breaking out of the Rebellion, colonel of the 60th Regiment, I. S. M. One of the companies which joined the 69th regiment was composed almost entirely of students from the Chicago University, under the command of Captain Lansing B. Tucker. The "Univer-

Joseph H. Tucker

sity Cadets" became Co. "C," of the 67th Infantry, and, with the regiment, went into camp at Camp Douglas. The young captain was taken ill of camp fever before the summer had passed, and, after two weeks of suffering, died August 18, 1862, then but eighteen years and three months of age. He gave his all—a patriot's life—upon the altar of our country's freedom.

SEVENTY-SECOND ILLINOIS INFANTRY.

FIRST CHICAGO BOARD-OF-TRADE REGIMENT.—The 72d Regiment, Illinois Volunteers, was raised, in response to President Lincoln's call on July 6, 1862, for three hundred thousand volunteers, to serve for three years. On July 21, an enthusiastic meeting of the Chicago Board of Trade was held, when that organization determined to raise and support a battery of light artillery, and one company of infantry to support it. On the evening of the 23d, John L. Hancock, president of the Board, announced that the battery was recruited full, and had been tendered to the President, and it was then resolved to raise a regiment of infantry, which should be especially under the care and patronage of the Board, which would guarantee to each member a bounty of \$60, in addition to that ordinarily paid. The Board-of-Trade War Committee also offered a premium of \$100 for the first full company raised for the regiment, and Gilbert Hubbard & Co. proffered a magnificent stand of colors and \$70 additional. The same evening, Isaiah H. Williams offered a company which he was raising, and it was accepted, becoming Co. "F" of the regiment. The Board asked the co-operation of the Young Men's Christian Association, which had contemplated, and commenced, raising a regiment, and that body immediately authorized its committee—J. V. Farwell and J. C. Wright—to convey its acceptance of the proposition, pledging itself to raise five companies. The Young Men's Association had offered the command of the five companies to the Board, "the tender to be unencumbered by any expression of preference."

On the evening of the 23d, the "Hancock Guards," which had been raised as a support to the Board-of-Trade Battery, within the last forty-eight hours, was offered to the Board, and became Co. "A," of the 72d Illinois.

* See Table of Chicago Officers, at close of Military chapter.

George H. Heafford was the first man that enrolled

George H. Heafford

himself as a member of the Hancock Guards, and Joseph Stockton the second.

Joseph Stockton

In less than two days enough companies were offered to make it certain that a regiment could easily be raised, and on August 23, just one month after recruiting commenced, the regiment was complete. Co. "E," Captain William B. Holbrook, one of the companies raised by the Young Men's Christian Association, gained the premium for being the first filled to the maximum, and in camp.

The 72d was almost exclusively a Chicago regiment, its field and staff officers, every captain but one, and nearly every other line-officer, being Chicago men. Among the companies were the "Scripps* Guards," composed of clerks and other employés of the post-office, which, as Co. "C," was the regimental color-company. The "Havelock Guards" ("B") was one of the companies raised by the Young Men's Christian Association; the "Underwood Guards" ("D") was recruited by Messrs. Underwood & Co. and J. A. Sexton, first lieutenant 67th Illinois Infantry, who was transferred to the 72d; and the "Shepherd Guards" ("F") was offered by Isaiah H. Williams, formerly lieutenant of Co. "I," 13th Illinois.

The following is the full regimental roster of Chicago officers:

Field and Staff.—Colonel, Frederick A. Starring; Lieutenant-Colonels, Joseph C. Wright, Joseph Stockton; Majors, Henry W. Chester, Joseph Stockton, William James, Jr.; Adjutants, Ebenezer Bacon, Benjamin W. Underwood, George H. Heafford; Quartermasters, Benjamin W. Thomas, Albert G. Gibbs; Surgeon, Edwin Powell; First Assistant-Surgeon, Benjamin Durham, Jr.; Second Assistant-Surgeon, Edwin A. Beers, McHenry County; Chaplain, Henry Barnes.

Line Officers.—Co. "A" (Hancock Guards): Captains, Joseph Stockton, William B. Gallaher, Merritt P. Batchelor, Roswell H. Mason, William Mohrmann; First Lieutenants, George B. Randall, Merritt P. Batchelor, Roswell H. Mason, William Mohrmann, Henry A. Ward; Second Lieutenants, William B. Gallaher, William Mohrmann, James M. Smith, Henry A. Ward, Oliver Rice. Co. "B": Captain, Jacob S. Curtiss; First Lieutenants, David W. Perkins, Daniel W. Whittle; Second Lieutenant, Daniel W. Whittle. Co. "C": Captains, William James, Jr., Glen C. Ledyard; First Lieutenants, Glen C. Ledyard, Clifford Stickney; Second Lieutenant, Clifford Stickney. Co. "D": Captain, James A. Sexton; First Lieutenants, Benjamin W. Underwood, Nathan C. Underwood, William G. Mead, Louis P. Twyeffort. Co. "E": Captain, William B. Holbrook; First Lieutenants, Henry C. Muney, Porter A. Ransom, Joseph Strube; Second Lieutenants, Porter A. Ransom, Elisha Morgan, Joseph Strube. Co. "F": Captain, Isaiah H. Williams; First Lieutenants, George W. Cady, Herbert C. Thorndike; Second Lieutenants, Richard Pomeroy, Herrick G. Farnald, W. Ottell. Co. "G": Captains, Henry D. French, Daniel W. Whittle; First Lieutenant, James H. Smith; Second Lieutenant, James A. Bingham. Co. "H": Captains, Edwin C. Prior, Charles E. Thompson; First Lieutenants, John W. Murray, Charles E. Thompson, Adolph Burkhardt; Second Lieutenants, Charles E. Thompson (Brooklyn, Ill.), Charles E. Thompson, Adolph Burkhardt. Co. "I": Captains, Abner E. Barnes, James W. Harvey (Evanston); James M. Smith (Chicago); First Lieutenants, Abner E. Barnes (Evanston), James M. Smith (Chicago);

Second Lieutenant, John W. Abbott (St. Augustine, Ill.). Co. "K": Captains, John Reid, Elisha Morgan; First Lieutenants, Charles Gladding, Gardner Allison, LaFayette Paramore; Second Lieutenants, Edwin Small, Gardner Allison.

Frederick A. Starring, colonel of the 72d, was a

F. A. Starring

native of Buffalo, N. Y., but had been for several years a resident of Chicago. Although but twenty-eight years of age, he had had experience in frontier warfare, having previously graduated at a military school. Lieutenant-Colonel Wright, a leading member of the Chicago Board of Trade, was also a graduate of a military academy.

The regiment was mustered into the service of the United States, August 23, 1862, and left Chicago for Cairo the same day, where it remained until September 6. From the 6th to the 17th, it was stationed at Paducah, Ky., and was then ordered to Columbus, remaining at the latter post, as part of the command of Brigadier-General Davies, until November 21. While at Columbus, Captain Isaiah H. Williams was appointed provost marshal of the place, and inaugurated many needed improvements. He established a Soldiers' Home for the care of the sick, a substantial market, a public school and Sunday-school, and in various ways placed military and civil affairs upon a higher and a better basis.

The regiment was subjected to a thorough course of drill and military discipline, and acquired those soldierly habits which afterward enabled it to pass through its first battle with the coolness and nerve of a veteran organization. On October 6, the 72d took part in an expedition to Clarkson, Mo., where a rebel camp was attacked, its occupants dispersed, and several prisoners taken. On November 21, it was ordered to join General Quimby's (Seventh) division, McPherson's (Seventeenth) army corps, at Moscow, Miss. With this command it accompanied Grant's army on his Mississippi campaign as far as the Yaconapataha River, when, on December 20, the disaster occurred at Holly Springs, thirty miles north of Grant's headquarters, by which the immense stores there accumulated were destroyed by Van Dorn. This village had been made the principal depot of supplies for Grant's army, while the railroad farther south was being repaired, and, through the cowardice and incapacity of the commanding officer, the whole, estimated to be worth \$4,000,000, fell into the hands of the enemy, the pusillanimous commander not striking a blow in its defense. By reason of the loss of his stores, Grant was forced to fall back toward Memphis, and the 72d Illinois was detailed as guard to the wagon-train on the route. On arriving at Memphis, it went in camp near the city, on the line of the Memphis & Charleston Railroad, where it remained until January 19, 1863, when it was ordered into the city for provost duty, in which it was employed until March 1, in the meantime making an expedition to Horn Lake Creek, where it dispersed a band of Blythe's guerrillas.

On January 22, 1863, Adjutant Ebenezer Bacon died in hospital at Memphis, and was succeeded by First Lieutenant Benjamin W. Underwood, of Co. "D." In the spring of 1863, an effort was made to flank the defenses north of Vicksburg, reaching Haines's Bluff by way of the Yazoo pass, and Coldwater, Tallahatchie and Yazoo rivers. On March 1, Quimby's division was sent from Memphis to the relief of an expedi-

* Named in honor of John Scripps, a seer, formerly of the Chicago Tribune.

tion under General Ross, which had penetrated these rivers nearly to the junction of the Tallahatchie and Yazoo, where Fort Pemberton, strongly garrisoned by the Confederates, under Major-General Loring, had arrested his progress, and forced him to abandon the enterprise. On March 21, General Quimby, with his command, reached the retreating forces, assumed command, and returned to Fort Pemberton, where, on the 23d, he received an order from Grant to withdraw, a new line of operations having been decided upon, looking to the turning of Vicksburg on the south. In pursuance of this design, the Army of the Tennessee was concentrated at Milliken's Bend, twenty miles above Vicksburg, early in April, the 72d then being in Ransom's (Second) brigade, Sixth Division (Brigadier-General John McArthur commanding), the regiment arriving at the point of concentration on April 23. Ransom's brigade was detached from the division, to guard-points between Milliken's Bend and New Carthage, Colonel Starring, with the 72d, remaining encamped at Richmond, La., from April 25 until May 10, when it moved down the west bank of the Mississippi, crossed at Grand Gulf, on the 12th, and marched to join McPherson's corps at Jackson, Miss. The brigade reached Raymond on the 16th, while the battle of Champion Hill was in progress, and, although it was immediately hurried forward, it did not arrive on the battle-field until the engagement was nearly over. The brigade was ordered forward in pursuit, and marched until midnight, renewing the pursuit on the morning of the 17th, and reaching the vicinity of Black River Bridge, in the rear of Vicksburg, soon after the capture of that position.

On the 18th, Ransom's brigade marched to Vicksburg, and advanced to a position on the right of the Jackson road, and within half a mile of the rebel fortifications, the brigade being on the extreme right of McPherson's corps, joining Giles Smith's brigade of Sherman's corps on the left. The following day, an assault was made on the enemy's works by McPherson's corps, in which the brigade gained a position in the ravines south of the Graveyard road, within eighty rods of the fortifications, and spent the 20th and 21st in skirmishing and constructing rifle-pits. In the assault upon the enemy's works, May 22, Ransom's brigade won a noble name for bravery and discipline. The brigade was formed in a ravine in front of the fortifications, the 95th Illinois, in advance, followed by the 72d and 11th Illinois and the 14th and 17th Wisconsin. The story of that charge has been often told: how, at a signal, the men sprung forward to the assault with a cheer, but had hardly advanced twenty steps, when they were met by such a pitiless storm of grape and canister from the rebel batteries, that the column wavered an instant, with the colonel and color-bearer of the advance stricken down, Colonel Nevins, of the 11th Illinois, killed, and Lieutenant-Colonel Wright, commanding the 72d, mortally wounded. After bravely holding their ground for some time, General Ransom ordered the brigade to retire, one regiment at a time, and in order, the 72d Illinois to move first, and the 17th Wisconsin to remain to cover the movement. The brigade slowly and steadily fell back to the cover of the ravine they had occupied before the charge, every regiment moving without confusion, and with the precision of a parade drill. The loss of the 72d in the engagements in the rear of Vicksburg was about one hundred and thirty.

Among the officers, were Lieutenant-Colonel Joseph C. Wright, who died in Chicago, July 6, 1863, of wounds received at

Vicksburg, on May 22, and Lieutenant Henry C. Mowry, Co. "E," and James A. Bingham, Co. "G," both of Chicago, killed on the field. Captain John Reid, Co. "K," Lieutenants Daniel W. Whittle and Glen C. Ledyard, Cos. "B" and "C," Sergeant S. D. Barnes and Corporal B. F. Hoyt, were seriously wounded. The following are the names of the privates reported killed: Co. "A," P. J. Nelson, Scepter T. Harding and Thomas Russell. Co. "B," William Naugle, James Gordon, C. G. Garrett, Adam Roth and James Finnelly. Co. "C," M. W. Humbert and Matthew Bacon. Co. "D," Sergeant A. A. Walker, Edwin A. Kane, Corporal W. W. Works, Privates Odell, Hopkins and Tole. Co. "E," H. W. P. Moore, George L. Browne and William Eisenhart. Co. "F," Michael Figu. Co. "G," John Kurrash. Co. "H," Charles Pettit and Thomas Watson. Co. "I," Abraham Hoyt and Christopher Lovell. Co. "K," Daniel Temple and Corporal Bloomfield.

After the assault of the 22d, the 72d Illinois, with the other forces around Vicksburg, was employed in the operations of the siege, constructing approaches, etc., until the 4th of July, when, Pemberton having capitulated, the brigade of General Ransom entered the city, following General Logan's division—those being the first troops to enter the captured stronghold. On the following day, the 72d, with its brigade, went into camp within the old line of works, where it remained a day or two, when it embarked for Natchez, Miss., of which place General Ransom took possession, capturing a large number of prisoners, a quantity of rebel stores, and six thousand head of cattle intended for Johnson's army. The regiment remained at Natchez until October 17, employed in provost and guard duty, when it moved, with the brigade, to Vicksburg, Miss., and remained at that post until October 30, 1864, participating, during that time, in an expedition to Benton, Miss., on May 7, 1864, and in the Grand Gulf expedition on July 18, 1864. On October 30, 1864, the regiment was ordered to report to Major-General O. O. Howard, who, on the death of McPherson, had succeeded to the command of the Army of the Tennessee. Arriving at Nashville on November 13, too late to join Howard, who was with Sherman's army, it was ordered to join Schofield's command at Columbia, Tenn., which it did on November 21, the same day that Hood moved his forces north of the Tennessee River, with intent to capture Nashville. General Schofield's command evacuated Columbia on the evening of the 29th, and fell back through Spring Hill to Franklin, where it arrived on the morning of the 30th, and immediately commenced throwing up a line of defenses around the south and west of the town—the north and east being protected by the Harpeth River.

The 72d Illinois, with Schofield's Second division, was posted west of the Columbia pike, which passed directly through the center of the Federal line, facing south. At four o'clock in the afternoon, Hood, with his entire army, moved to the attack, his center charging down the Columbia pike, hurling the advanced Federal line back over the breastworks, through the center of the reserves, and, pressing his own exultant troops into the gap, turning back the regiments to the right and left of the pike, and planting his flag on the breastworks. The 72d was still working on the breastworks when the enemy appeared in sight; and when the advanced guard thus swarmed over the parapet, and the troops to the left, next the pike, were hurled back, it retreated to the second line, where it rallied, and, returning to the front, held the line until dark. In attempting to repulse the first onset of the enemy, Lieutenant-Colonel Joseph Stockton and Major William James, both of Chicago, were severely wounded, and the command of the regiment devolved upon Captain James A. Sexton, of this city. The entire loss of the regiment, in killed and wounded, was nine officers and one hundred and fifty-two men.

After the repulse of Hood, the Federal forces left the defense at Franklin, and the following day joined Thomas at Nashville, where the 72d was assigned to the corps of General A. J. Smith, which arrived the same day from Missouri, and was placed in position on the right of the Union line surrounding the city. With that command, it participated in the engagements of December 15-16, and in the pursuit of Hood's flying forces that succeeded. Hood escaping across the Tennessee, the pursuit was discontinued, at Lexington, on the 24th, and Smith's corps was taken, in preparation for a campaign in Mississippi, by boat from Clifton to Eastport, Miss., the head of steamboat navigation on the lower Tennessee, arriving at the latter place January 13, 1865. On February 9, with Smith's (Sixteenth) corps, the regiment moved toward New Orleans to join General E. R. S. Canby's forces, arriving February 21, and remaining encamped eight miles below the city until March 12, when active operations against Mobile were inaugurated by the transportation of Smith's corps across the Gulf of Mexico, and up Mobile Bay, to Fish River, Alabama. The 72d, with the First Brigade, arrived on Dauphine Island, at the mouth of the Bay, on March 17, and the following day, crossed to Cedar Point, on the western shore of the mainland, where its landing was protected by a heavy fire from the gunboats. It remained a few days, making a feint of an attack on the city, and then re-joined the corps on the eastern side of the Bay, near Smith's Mills, which point was ten miles up Fish River.

The advance on Mobile was resumed on the 26th, and on the 27th the troops arrived in front of Spanish Fort, the strongest fortification on the east of Mobile. Lines were established at distances of from three hundred to four hundred yards, and the siege pressed vigorously until April 3, when the troops had built an earth-work and mounted siege-guns within two hundred yards of the fort. On the evening of the 8th, the men were ordered into the pits, and the attack commenced. By midnight, the enemy's guns were silenced, when the First and Third brigades of Smith's corps charged and carried the works. The following morning, the 72d, with the First Brigade, moved to Fort Blakely, where the division was held as support for the divisions of the Thirteenth Corps, which were engaged in the charge on the fort. On April 9, the works were captured, and Mobile won. The 72d remained in camp there until the 14th, when it marched to Montgomery, Ala.—two hundred miles—arriving on the 25th. After encamping there until May 23, it moved to Union Springs, Ala., forty-five miles distant, and there remained, engaged in post duty until July 19, when it repaired to Vicksburg, where it was mustered out of the service August 6, 1865, and thence came directly to Chicago, arriving with twenty-two officers and three hundred and ten men. On its return route, the regiment was attacked, at Yerger's Landing, by a gang of drunken rebels, and Private Levi Derby, of Co. "E," was killed, and Sergeant-Major Charles V. Blake seriously wounded.

The "First Board-of-Trade Regiment" met with a warm welcome at Chicago, on its return on August 12, 1865. It was greeted by a salute of thirty-six guns, and received at the depot by a committee of the Board of Trade and a large delegation of citizens, who escorted it, through the streets, to Bryan Hall. There the regiment stacked arms in the upper-hall, and descended to enjoy the magnificent banquet prepared in its honor. The formal ceremonies of welcome were then inaugurated by C. Randolph, president of the Board of Trade, who was followed by the many enthusiastic friends of the returned soldiers.

The 72d was mustered into service with thirty-seven officers and nine hundred and thirty men; total, nine hundred and sixty-seven. Its strength when mustered out was twenty-two officers and three hundred and ten men; total, three hundred and thirty-two. Seven of its officers and seventy-eight privates were killed in action; three officers and one hundred and thirty men died of disease; three officers and seventy-six men were taken prisoners. During its term of service it received four hundred and fifty recruits, of whom two hundred and seventy were transferred to the 33d Illinois Veteran Regiment, at Meridian, Miss., on the return of the 72d.

Following is the return roster of the field and staff officers:

Colonel, F. A. Starring; Lieutenant-Colonel (Brevet Brigadier-General), Joseph Stockton; Major, William James, Jr.; Adjutant, George H. Headford; Surgeon, Edwin Powell; Assistant-Surgeon, Charles A. Bucher; Sergeant-Major, Charles V. Blake; Quartermaster-Sergeant, D. Ford; Commissary-Sergeant, George M. Curtis; Hospital Steward, E. O. Gratton.

COLONEL JOSEPH STOCKTON, senior member of the transportation firm of Joseph Stockton & Co., and agent for the Empire Transportation Line, Chicago, Ill., was born in Pittsburgh, Penn., August 10, 1834. He came to Chicago in March, 1852, and went to work for George A. Gibbs & Co., commission and forwarding merchants, on South Water, near Wells Street. He stayed with them for several years and mastered the general features of the business. He then went into the American Transportation Company's office as clerk, and from there to the freight office of the Fort Wayne Railway, where he remained until he enlisted in July 23, 1862, in the First Board-of-Trade Regiment. He was mustered in on August 21, as first lieutenant of Co. "A," was afterward promoted to captain of the company, and on the resignation of Major Chester was promoted major of the regiment. The regiment was assigned to the Seventeenth Army Corps. The history of that army corps is the history of the western army until the close of the Rebellion. In April, 1863, two companies of his regiment were detailed as General Grant's body guard, and he was offered command of them, with the position of provost marshal on General Grant's staff; but he declined, preferring to remain with his regiment. He served with Grant's army through the campaign in the West, ending with the capture of Vicksburg. On the death of Lieutenant-Colonel Joseph C. Wright, who was mortally wounded at the assault on the enemy's works on May 22, Major Stockton was promoted to his place. After the fall of Vicksburg, Colonel F. A. Starring was put on detached service, and Lieutenant-Colonel Stockton took command of the regiment, and retained it until the close of the war. At the battle of Franklin, Tenn., November 30, 1864, he was wounded, and came home on a furlough; he was absent, however, from his command but a month. The other incidents of Colonel Stockton's military career can be read in the history of the regiment, except that he was brevetted colonel and brigadier-general for meritorious services in the field. In his civil life, it may be mentioned that, in 1853, he commenced the transfer business, in company with John Burnett, with five drays and horses, and, after twenty years, the firm now employ one hundred horses with everything they require to do business. The firm is now composed of General Stockton, his brother John and S. J. Glover. In politics, Mr. Stockton is an ardent Republican, and has taken an active part in all the presidential campaigns. He has been a Lincoln Park Commissioner for over thirteen years, and the public owe to his energy and perseverance many of the most important improvements of that beautiful resort. On February 7, 1865, General Stockton was married to Miss Kate E. Denniston, of Pittsburgh, a companion of his childhood. She bore him two children, John T. and Josephine, and died in November, 1868. On June 28, 1876, he married Miss Anne E. Brien, by whom he had one daughter, Annie, born in November, 1879. General Stockton is a member of the Citizens' Association, a director of the Illinois Humane Society, and secretary of the Half-Orphan Asylum. He is a member of the Illinois Commandery of the Loyal Legion, also of the Union Veteran Club and of the Union Veteran League. He belongs to Waubansia Lodge, No. 160, A.F. & A.M., and has been an active member of the St. James' Episcopal Church ever since coming to Chicago.

EDWIN POWELL, a physician and surgeon of thirty years' standing in Chicago, was born in Jefferson County, N. Y., October 12, 1837. He is the son of John and Evelyn (Brainard) Powell. After acquiring such an education as he could at home and in the high school, at Theresa, N. Y., he decided to go West. Having paid a visit to his maternal uncle, Dr. Daniel Brainard, of Chicago, he decided to adopt the medical profession. In the fall of 1851, he entered Knox College, and passed through the preparatory

department. He matriculated at Williams College in 1852, and, graduating in 1856, obtained his degree of A. B., standing well in a class of seventy-six members. Immediately after leaving college he entered the office of his uncle, where he continued his medical studies and became interne physician at the United States Marine Hospital. This position Dr. Powell held for about seven years. From the fall of 1856 to the summer of 1861, he also acted as demonstrator of anatomy in Rush Medical College. In July of that year he entered the United States service as surgeon, and in the following year was assigned to the 72d Illinois Volunteer Infantry, participating in all the engagements in and around Vicksburg. During the siege he had charge of the hospital of the Seventeenth Army Corps; and after Vicksburg surrendered, the Third Army Corps having consolidated with the Seventeenth, he had the superintendency of all medical matters, and conducted the McPherson General Hospital with marked ability and professional skill. The hospital was one of the largest established by the service, and Surgeon Powell's services were so thoroughly appreciated that, during the siege of Vicksburg, he was made brevet lieutenant-colonel and afterward colonel, besides receiving a gold medal from his corps. He was also present during the siege of Mobile, and was promoted to be surgeon-in-chief of General Carr's division, following the army through Alabama and other Southern States. Dr. Powell retired from the service in 1865, and returned to Chicago to practice his profession. He has resided here since, recognized by the profession and the public as a leading physician and surgeon, having been adjunct professor of surgery at Rush Medical College, and, at a later date, professor of military surgery and surgical anatomy. He was also, for a time, one of the surgeons of the Cook County Hospital, and is especially noted for operations for lithotomy and ovariectomy, and also possesses an enviable reputation as a teacher of clinical surgery. In 1877, Dr. Powell traveled through Europe for the purpose of making observations relative to the medical profession and practice, and gave, while there, especial attention to anti-septic surgery, as exemplified by the celebrated Professor Lister, of King's College Hospital, London, Eng.

J. A. SEXTON was born in Chicago in 1843. His parents were Stephen Sexton and Ann (Gaughan) Sexton, of Rochester, N. Y., who settled in Chicago in 1834. At the age of nine, he commenced his business life, being thus early thrown upon his own resources. In 1861, at the breaking out of the war, he enlisted in Co. "I," 19th Illinois Volunteer Infantry, in the three months' service; re-enlisted in the 67th Illinois Volunteer Infantry, and was made first lieutenant of Co. "E" of same regiment; was then transferred to the 72d Illinois Infantry, and promoted to captain of Co. "D." He commanded the regiment through the battles of Columbia, Duck River, Spring Hill, Franklin and Nashville, Tenn., and through the Nashville campaign. In 1865, he was assigned to duty on the staff of General A. J. Smith, Sixteenth Army Corps, and served until the close of the war. While in the service, he purchased a plantation in Lowndes County, Ala. In 1867, he came to Chicago, and established the firm now known as Cribben, Sexton & Co., at the same time carrying on his plantation in Alabama until 1869. Mr. Sexton married Laura L. Woods, daughter of William Woods, an early settler of Chicago. She died in 1876, leaving four sons—William S., George W., Ira J. and Franklin C. His second wife was Augusta Lowe, of Chicago; they have two children—Laura A. and Mabel N.

CHARLES RUDOLPH EDWARD KOCH is the son of Augustus and Josephine (Von Lutz) Koch, and was born in Birnbaum, in Polish Prussia, April 24, 1842. While he was quite young, his parents came to America and settled in Manitowish, Wis., where he received a partial education at the common schools. When he was fourteen it became necessary for him to assist his father in his business, and, in 1859, young Koch came to Chicago in search of his fortune. He then obtained work on a farm in the vicinity of this city, and subsequently became a pupil of Dr. Kennicott, in the study of dentistry, with whom he remained until August, 1862, when he enlisted in the 72d Illinois Infantry. He served with this regiment until May, 1863; was present throughout the Northern Mississippi campaign and the Yazoo Pass expedition, also participating with his regiment in the sanguinary battles of the Vicksburg campaign, including the siege at that place. While at Natchez, Miss., he was detailed as chief clerk at General Ransom's headquarters, and in November, 1863, he was appointed captain in the 49th United States Colored Infantry, and was then detailed for several months on the staff of the Adjutant-General of the United States Army, Lorenzo Thomas, who was at that time organizing colored troops in the Southwest. He remained on this duty until February, 1864, when he was relieved, pursuant to his own request, and joined his command, at that time stationed in Louisiana, with which he served until May, 1865. At that date he was made provost marshal at Yazoo City, Miss., and remained in that office until August, when he was promoted to be provost marshal of the western district of Mississippi, with headquarters at Vicksburg, and

retained this position until he was mustered out in March, 1866. In October, 1865, the war being over, he tendered his resignation, upon which, General Force, the district commander, in approving the application, said: "Captain Koch is a faithful and valuable officer, but by the time his resignation can be accepted, his services as military provost marshal may be spared." General Slocum, the commander of the Department of the Mississippi forwarded "Approved" to General F. H. Sheridan, commanding the Military Division of the Gulf, at New Orleans, and he returned it "Disapproved. The services of faithful and valuable officers can not be dispensed with at this time," much to the chagrin of the applicant. His career in the military service is indicative of the man; entering the service as a private, by his own merit he was advanced to that of corporal, first-sergeant and captain. Coming to Chicago a poor boy with but a partial education, he has worked himself to a position among the foremost in his profession. In 1866, after the termination of his military service, he returned to Chicago, and again entered the office of Dr. Kennicott; subsequently being associated with him in business, which association continued until 1871. In that year he commenced business for himself, and has since pursued the practice of his profession alone. In 1869, he was elected secretary of the Chicago Dental Society, and in 1875, became its president; from 1871 until 1875 he was the secretary of the Illinois State Dental Society, and while occupying that office edited its annual publications. Dr. Koch was president of the Illinois State Dental Society in 1877, and is at present chairman of its standing committee on Science and Literature. He has also been a frequent and valued contributor to professional and current literature, and devotes a large quantity of the time not occupied by his professional duties to literary studies. During the labor riots in 1877, he united with a number of veterans in forming a company to be utilized in the maintenance of law and order; of this company he was chosen captain. This company performed efficient service during the entire week, until the ordinary police authorities were enabled to preserve the peace. After the labor riots, he organized a company for the First Infantry, I. N. G., and served as its captain during one term of three years, but declined to receive a new commission for a second term. Dr. Koch always retained a strong attachment for military matters, and preserved great interest in anything pertaining to veteran organizations. He was one of the originators of the Union Veteran Club in 1878, and, as vice-president, presided over its first meetings. He was adjutant-general of the Grand Army of the Republic of Illinois, and was largely instrumental in re-planting this organization in the State of Indiana, where it had died out, and where to-day it is in a most flourishing condition. He has also been commander of his Post in this Order, and inspector-general on the Department Staff. He is a member of the Illinois Commandery of the Military Order of the Loyal Legion of the United States. He was married in 1868 to Mrs. Sylvia Bigelow, daughter of the late Hon. Otis Adams, of Grafton, Mass., by whom he has three daughters living; Josephine Maud, Alice Blanche and Mabelle Grace.

EIGHTY-SECOND ILLINOIS INFANTRY.

THE EIGHTY-SECOND INFANTRY, named "SECOND HECKER REGIMENT" in honor of Colonel Frederick Hecker, its first colonel, and formerly colonel of the 24th Illinois Infantry Volunteers, was, like the latter, almost exclusively composed of German members, and a Chicago organization. One company—"C," the "Concordia Guards"—was an Israelitish company (the Israelites of Chicago collecting, within three days, \$10,000 among themselves for its benefit), and Co. "I" was composed of Scandinavians.

The regiment was organized at Camp Butler, Springfield, Ill., September 26, 1862; and was mustered into the United States service at the same place October 23, 1862, the following being the original roster:

Field and Staff.—Colonel, Frederick Hecker; Lieutenant-Colonel, Edward S. Salomon; Major, Ferdinand Rolshauser; Adjutant, Eugene F. Weigel; Quartermaster, Hermann Panse; Surgeon, George Schloetzer; Chaplain, Emanuel Julius Richhelm.

Line Officers.—Co. "A": Captain, Anton Bruhn; First Lieutenant, Edward Kafka; Second Lieutenant, Charles E. Stueven. Co. "B": Captain, Augustus Bruning; First Lieutenant, George Heinzman; Second Lieutenant, Charles Lanzendorfer. Co. "C": Captain, Jacob LaSalle; First Lieutenant, Mayer A. Frank; Second Lieutenant, Frederick Bechstein. Co. "D": Captain, Mathew Marx; First Lieutenant, William Warner; Second Lieutenant, Frank Kirchner. Co. "E": Captain, Robert Lender;

First Lieutenant, Rudolph Mueller; Second Lieutenant, John Breech Cutler, Co. "F"; Captain, Frederick L. Weber; First Lieutenant, Erich Hoppe; Second Lieutenant, Lorenz Spoeneman, Co. "G"; Captain, William Neussel; First Lieutenant, Joseph Gottlob; Second Lieutenant, Conrad Schonder, Co. "H"; Captain, Emil Frey; First Lieutenant, Johann Spörre; Second Lieutenant, Joseph Riegert, Co. "I"; Captain, Iver Alexander Weld; First Lieutenant, John Hillborg; Second Lieutenant, Peter Hanson, Co. "K"; Captain, Joseph B. Greenhut; First Lieutenant, George W. Fuchis; Second Lieutenant, Dominicus Kleitsch.

On November 3, 1862, the 82d left Camp Butler, nine hundred strong, under orders to join the Army of the Potomac. It arrived at Arlington Heights, November 9; was attached to General Franz Sigel's division, and marched to Fairfax Court House, November 19. On December 11, it moved to Stafford Court House, where it was assigned to the First Brigade (Colonel Schimmelfennig), Third Division (General Carl Schurz), Eleventh Army Corps (General Stahl); and, with that command went into camp near Acquia Creek, Va., December 19, where the regiment remained until January 20, 1863, a part of the corps only participating in Burnside's attack on the heights of Fredericksburg. On January 20, a forward movement of the army was ordered, which was commenced, but abandoned on the 23d, a severe storm having rendered the roads absolutely impassable. Wagons, ambulances, batteries, caissons, were mired in every gully, almost beyond the possibility of extrication, and the troops returned to winter quarters as speedily as possible. In this movement, which was known as the "Mud Campaign," the 82d participated, advancing to Hartwood Church, where it encamped until February 6, and then moved again to Stafford Court House. With Howard's command, the 82d moved from Stafford Court House, April 27, and marched toward Chancellorsville. Arriving at Kelley's Ford on the Rappahannock, it crossed on the evening of the 28th, and, after a few hours' rest on the southern side, moved to the Rapidan River, near Germania Mills, crossing that ford to Locust Grove, and forming line-of-battle along the Fredericksburg pike on the morning of the 30th. On the morning of May 1, small rifle-pits were dug and barricades made. At noon, May 2, the regiment was placed in position, facing south, in the second line-of-battle, with the 157th New York. About five o'clock, the enemy attacked the First Division, holding the right, routed and drove it to the rear, attacking the first line of the Third Division, which, after brief resistance, gave way. The second line, comprising the 82d Illinois and the New York regiment, held the enemy in check until a new line was formed in their rear, when it fell back about fifteen yards, leaving seventy killed and wounded on the ground it had occupied. While forming and rallying his men, Colonel Hecker was wounded, and fell from his horse while riding to the rear. Major Rolshauson, in going to his aid, was also wounded, when the regiment retired in good order. The loss of the 82d, before it re-joined the brigade, was one hundred and fifty-six killed or wounded, including seven commissioned officers. Lieutenant-Colonel Salomon was not with the regiment, being ill in Chicago at the time.

The 82d participated in the engagement on May 4, and then returned to camp at Stafford Court House, where it had a much needed rest until June 12, when it moved on the Gettysburg campaign. Before it could reach Gettysburg, General Reynolds was killed, but his brave and sorely pressed divisions still held their position near the Theological Seminary, above the town. At noon, General Howard arrived on the field, and assumed

command of the troops, the immediate command of the Eleventh Corps devolving on Carl Schurz. This corps was thrown into position to the right of the First, and received, soon after, the weight of the first attack of Ewell's fresh troops, which forced it back to the village of Gettysburg, where the officers, to save their men from the terrible fire through the main streets, attempted to march them diagonally by cross streets through the town, the attempt resulting in confusion, degenerating into a panic. General Schimmelfennig, an old Prussian officer, commanding the First Division, was cut off from his command, but concealed himself, and finally escaped to the Union lines.

General Howard instantly selected Cemetery Hill, south of Gettysburg, as his line of defense, to which point the troops were withdrawn and re-formed, the First Brigade of the Third Division acting as rear guard—the 82d Illinois guarding the rear of the brigade in the retreat to the new position. The Eleventh Corps, in the line of battle of the following days, held the center—the crest of Cemetery Hill and the declivity in its front. The Third Division occupied the right of Howard's line, joining Slocum's Twelfth Corps on their left. Toward evening, on Thursday, the 2d of July, Ewell's Confederate corps, by a sudden rush on our right, carried a portion of the line of rifle-pits, which had been constructed, during the day, in front of Slocum's and Schurz's line, and which were protected by only a single brigade—the right having been weakened to support Sickles, on the left, against the terrific assault of Longstreet's forces. On Friday morning, the battle raged in the woods in front of Schurz. The rebels were still in the rifle-pits, and the infantry were fighting where our gunners could give no aid, for fear of killing friend as well as foe. From early morning until past eleven—seven hours—the men fought to regain those rifle-pits, when Ewell's corps was finally repulsed, and the Union line advanced to its former position. Colonel Salomon, with the 82d, made a

Edw. S. Salomon.

charge upon the pits in his front, driving the Confederates back, with the loss of more prisoners than the number of his command. During the three days' fighting, Colonel Salomon had two horses shot under him, while leading his regiment, which was especially complimented by Generals Howard and Schurz, for its bravery and efficiency during the struggle. Its losses were one hundred and thirty-one killed, wounded and missing. Captain Emil Frey and Lieutenant Eugene Hepp, Co. "H," were taken prisoners. The 82d then joined in the pursuit of Lee, through Virginia, and then, on September 25, marched to Manassas Junction, en route for Tennessee. On October 19, Colonel Hecker was assigned to the command of the Third Brigade of Schurz's division, and the 82d regiment was transferred to that brigade.

On October 19, Hecker's brigade was advanced to Russell's Gap, a gorge in Raccoon Mountain, which it held and defended while Hooker's forces passed through the gap into Lookout Valley, and thence to Wauhatchie, at the foot of Lookout Mountain, where they arrived October 28. On that night, the 82d had

an engagement with Law's division of Longstreet's corps, and afterward joined the main army in Lookout Valley.

The 82d, with the Eleventh Corps, remained in Lookout Valley until November 22, when it joined Grant's forces at Chattanooga, and participated, on the 23d, in the attack on the enemy, near Orchard Knob. On the 25th, Schurz's division participated in the attack on Mission Ridge, and the following day reported to General Sherman, and took part in the pursuit of Bragg's forces. The Eleventh Corps arrived at Cleveland, Tenn., November 29, and thence marched to Charleston, where orders were received to move to the relief of Burnside, at Knoxville. When this order was received, the troops under Sherman's command had no provisions nor a change of clothing; their shoes were almost worn out, and there was but a single blanket to a man, from Sherman down to the privates. A march of eighty-four miles was before them, through a mountainous country, in the middle of winter, and with the prospect of a battle at the end of the march.

This was all borne with the courage peculiar to the Union soldiers who felt, with Sherman, that "Twelve thousand fellow soldiers were beleaguered in the mountain town of Knoxville, that they needed relief, and must have it in three days. This was enough." The command reached Loudon, December 2, and then marched to Marysville, where intelligence was received of Longstreet's retreat, and the Eleventh Corps was ordered to return to Athens, and thence to Charleston and Chattanooga. At Chattanooga, the corps was returned to Hooker's command December 17, and again went into camp in Lookout Valley, moving to Whiteside, Tenn., in January, 1864.

In the reorganization of the army by Sherman for the Atlanta Campaign, the Eleventh and Twelfth corps, Army of the Potomac, were consolidated as the Twentieth Corps, Army of the Cumberland, under command of General Joseph Hooker. General Hecker resigned March 4, 1864, and the 82d, under Colonel Salomon, was assigned to the Third Brigade (Colonel J. S. Robinson), First Division (General Alpheus S. Williams), of the Twentieth Corps. The regiment left Whiteside on May 3, 1864, joined the corps at Triune on the 7th, and marched, by way of Snake Creek Gap, to Resaca, arriving there on the 13th. On the afternoon of the 14th, the enemy attacked our left. The troops resisted for a few moments; then wavered; and finally fell back, through the woods and over the barricades, toward and beyond Major Simonson's famous 5th Indiana Battery. A few stopped, after passing the barricade, to support the guns; but the Confederates charging the second time with terrible yells, the remnant of the brigade were put to flight, and nothing but Major Simonson, with his six guns, and his few brave men that manned them, seemed to stand between the army and disaster. Just then, a cheer was heard, and down the gorge came Robinson's brigade on the double-quick, and, charging across the field, drove the enemy back to the woods, and saved the battery and the left of the army. Every man of the brigade won the highest praise for gallantry.

The 82d occupied the field for the night, and on the following day was again engaged in an assault on the enemy's main line. On the morning of the 16th, the Confederates retreated from their works, and before daylight evacuated Resaca, and retreated across the Oostenaula River, the regiment joining in the pursuit.

On May 25, the 82d, with the First Division (General Williams), which was leading Hooker's column, became engaged with the enemy soon after crossing the bridge

over Pumpkin Vine Creek, about half-way between Burnt Hickory and Dallas. The First Division was first brought into action, and was some time opposed alone to the attack of the whole Confederate force, but gained and held the advanced ground before the enemy's main line at New Hope Church, until reinforcements arrived. For their action in this affair, General Thomas publicly complimented the men on their bravery. Johnston's main line could not be carried; and on the 26th, the troops threw up intrenchments, which they occupied until the Confederates, under Johnston, evacuated their works on June 6. The loss of the 82d Illinois on the 25th, in the advance toward Dallas, was eleven killed and sixty-nine wounded, out of a total of two hundred and forty-five in the ranks. In the forward movement of Sherman's army, June 5, the 82d took part in the various skirmishes which finally dislodged the enemy from his position on Lost Mountain, west of Marietta.

On June 15, the 82d participated in an assault on the enemy's main line of works near Pine Mountain, there losing five killed; and, again, on the 17th, it lost one killed and three wounded in an attack on the enemy's intrenched position, south of Noses Creek. By June 23, Hooker had advanced toward Kenesaw, remaining near there until July 3, when, the Confederates having abandoned their works on Kenesaw Mountain, the First Division commenced the forward movement toward the Chattahoochee River. In the battle at Peach Tree Creek, Williams's division held the right of Harker's line, Geary's held the center, and Butterfield's (commanded by General Ward) the left. Robinson's brigade held the left of Williams's division. To the right of Hooker was General Palmer with the Fourteenth Corps, to the left was Newton's division of Howard's Fourth Corps. The following account of the battle, and particularly of that portion engaged in by Robinson's brigade, is from the pen of an officer of the First Division who participated in the engagement.*

"On the 19th instant, the Army of the Cumberland arrived in position south of the Chattahoochee and to the north of Atlanta. The Fourteenth Corps occupied the right wing the Fourth the left, and the Twentieth the center. The line extended along the north bank of Peach Tree Creek and in a direction perpendicular to the line of rebel works bordering the Chattahoochee.† The position thus adopted compelled the enemy to change his front, and assume a new line of defense. In the meantime, the armies of the Tennessee and the Ohio were expected shortly to sever the Georgia Railroad, near Stone Mountain, and to march toward Atlanta, in a direction threatening the right flank and rear of the rebel army.

"On the 20th instant, a general advance in the direction of Atlanta, was begun. By ten o'clock a. m., the Twentieth Corps had arrived in position on the heights skirting Peach Tree Creek on its south bank. The First Division joined the Fourteenth Corps on the right, the Second Division held the center, and the Third joined Newton's division of the Fourth Corps, on the extreme left. A heavy picket was thrown out, and was considered a sufficient precaution against any hostile demonstration of the enemy, since nothing was thought of but an advance against his position. The troops were permitted to rest quietly in the shade, and were not troubled with building the usual breastworks deemed necessary at each change of the line of battle. Temporary barricades of rails were thought a sufficient strengthening of the line for all necessary purposes.

"Thus the day wore away until two o'clock p. m. Comparatively little firing had followed the movements of the troops—just enough to reveal the presence and position of the enemy. The developments anxiously hoped for in the movements of McPherson and Schofield seemed to be awaited as the signal for active demonstrations by the Army of the Cumberland. But the enemy, appreciating the desperate condition to which he was being rapidly brought, bethought himself to make one bold, dashing, determined

* "Rebellion Record," vol. XI., pp. 253-254.

† Peach Tree Creek here runs nearly west, entering the Chattahoochee at the railroad bridge, and forming nearly a right angle with that river. Within the angle lies Atlanta, the Chattahoochee on the west, Peach Tree Creek on the north.

effort to thwart our designs. Accordingly, early in the afternoon a fierce, rapid fire broke out along our picket lines, which quickly grew into a volley-roll of musketry in front of Ward's and Geary's divisions. The storm soon extended along the line toward the right, where Williams's division lay grouped along the crest of a rather high and densely-wooded hill. Between Williams's and Geary's divisions lay a deep hollow, down which, marked by the timber, the enemy was now advancing in heavy masses. General Williams, with that sudden inspiration which characterizes true military genius, saw, at a glance, the arrangement of his troops which, according to the nature of the ground and the unexpected exigencies of the moment, was best adapted to meet this unlooked-for demonstration of the enemy. He hurried his brigades into position on the double-quick, and although they moved with all possible celerity, was unable to get them in their proper places ere they received a terrific fire from the enemy.

"Robinson's brigade hastened along the crest of the hill, then, facing by the left flank, marched down the slope to receive the swarming masses of the over-confident and defiant foe. The fire of the enemy was so murderous, and his advance so impetuous, that it seemed for a time as if Robinson's line must surely yield. It was an awful moment. The combatants were mingled with each other, and fighting hand to hand. The safety of the corps, and, indeed, of the entire army, seemed to depend upon the courage and determination of those devoted men. Should they give way, the enemy would gain possession of the hill, command the rear, break the center, capture hundreds of prisoners, all our artillery, and drive the remnant of our troops back to the creek, and, perhaps, to the Chattahoochee. But not one inch would those intrepid veterans yield. Though their ranks were fearfully thinned, and the tangled forest became strewn with bleeding forms as with autumn leaves, yet they determinedly maintained their position and compelled the enemy to withdraw, leaving his dead and wounded mingled with the brave heroes who had fought and fallen beneath the starry folds of the flag of the Union."

Another writer says:

"The rebel attack rolled toward the left until General Williams's fine division was fully engaged. It had advanced, to close up on Geary, General Knipe's brigade in the center, General Ruger's on the right and Colonel Robinson's on the left. It fought from four o'clock until long after dark, in a dense forest, without yielding a foot. It was a fair stand-up fight, in which Williams's division lost more heavily than any other in the engagement. When the enemy first advanced against Colonel Robinson's brigade the rebels held up their hands, as if to surrender, upon which, seeing our lads hesitate, they instantly poured a volley into them. These wretched and cowardly tactics were practiced on other portions of the line. * * * I have seen most of the battle-fields in the southwest, but nowhere have I seen traces of more deadly work than is visible in the dense woods in which Geary's right (and Williams's left) were found. Thickets were literally cradled by bullets, and on the large trees, for twenty feet on the trunk, hardly a square inch of bark remained. Many were torn and splintered with shell and round shot, the enemy in his attack on Geary and Williams using artillery, which they did not bring into action on other portions of the line."

The 82d Illinois performed its part worthily with the rest, each man firing from one hundred and thirty-five to one hundred and forty rounds of ammunition during the three hours' engagement.

On the 22d, the Twentieth Corps moved to Atlanta, where the 82d, with its brigade, remained until the movement to Atlanta was commenced on the 27th. At this time, the Twentieth Corps was commanded by General Williams. At the Chattahoochee, General H. W. Slocum joined, and took command of the division, which, on September 2, entered and occupied Atlanta, Robinson's brigade joining the division and encamping near the city September 4, having marched that day from Montgomery Ferry on the Chattahoochee. From September 12, until October 4, the 82d guarded Confederate prisoners, and was then employed on the defenses around Atlanta until the 15th, when it formed part of extensive foraging expeditions.

On the 15th of November, with the Third Brigade (Colonel Robinson), First Division (General N. J. Jackson), Twentieth Corps (General A. S. Williams), Left Wing, Army of Georgia, General H. W. Slocum, the 82d Illinois moved from Atlanta on the famous "march

to the sea." The brigade moved out by the Decatur road on the 16th, and was then assigned as rear guard of the corps, and reached Milledgeville November 22. It then was made advance guard of the division and corps, and moved to the defenses around Savannah.

On the 28th, the regiment marched with the army through South Carolina, reaching Chesterfield March 1. On March 16, it was on the front line at Aversyboro', being under fire from noon until dark, and losing about fifteen men. Again, on March 19, at Bentonville, the brigade was thrown to the front, and, being flanked, fell back and re-formed about a quarter of a mile in the rear, throwing down a rail fence for a barricade. There it maintained its position, the enemy charging several times, and being repulsed with great loss. In this action the 82d lost twenty-five men. On March 24, the command reached Goldsboro', where, after their march of sixty-five days, a permanent camp was formed, the men received new, and much needed, clothing, and revelled in the luxury of once again receiving full rations. On April 10, camp was broken, and the men arrived at Raleigh, N. C., on the 16th, when, after marching eighteen miles farther in pursuit of the Confederates, news was received of Johnston's surrender, and the 82d, with its corps, returned to Raleigh and went into camp.

On April 20th, they started for Washington, arriving at Alexandria, May 20, and, after participating in the grand review at Washington, on the 24th, the 82d was mustered out of service, at the same place, June 9, and returned to Chicago, arriving June 16; having marched, during its term of service, two thousand five hundred and three miles, and participated in many severe engagements, with honor to itself and the city which sent it to the field. The regiment returned with three hundred and ten men, under the following officers:

Colonel, Edward S. Saloman, brevet brigadier-general; Lieutenant-Colonel, Ferdinand Rolshausen; Adjutant, Otto Balk; Quartermaster, Hermann Panse; Surgeon, Charles E. Boerner; Assistant-Surgeon, Hermann Deitzel. Co. "A": Captain, Anton Bruhn; First Lieutenant, Charles E. Stueven. Co. "B": Captain, George Heinzmann; First Lieutenant, Eugene Hepp. Co. "C": Captain, Frank Kirchner; First Lieutenant, William Loeb. Co. "D": Captain, Rudolph Mueller. Co. "E": First Lieutenant, Moses O. Lindbergh. Co. "F": Captain, Eugene F. Weigel; First Lieutenant, Frederick Thomas. Co. "G": First Lieutenant, Carl Lotz. Co. "H": Captain, Emil Frey; First Lieutenant, Joseph Riegert. Co. "I": Captain, Joseph Gottlob; First Lieutenant, Christian Erickson. Co. "K": Second Lieutenant, George Bauer.

The regiment was greeted at the depot by crowds of friends, and escorted to the Turner Hall, where it was welcomed by William Rapp, Esq., of the Staats Zeitung, Colonel Hecker, its old commander, and others; Colonel Salomon replying, in behalf of the regiment, to the numerous congratulatory speeches. On the 19th, it was tendered a public reception, at the great Sanitary Fair, then in progress, returning thereafter to Camp Douglas, where it received its final pay and discharge a few days later.

FRIEDRICH KARL FRANZ HECKER was born in Eichersheim Grand Duchy of Baden, September 28, 1811. His father was a man of influence and culture, the fiscal agent of the celebrated Prince Primas of Dalberg, who bestowed on him the title of Aulic Councillor. Friedrich was carefully educated, and, in 1830, entered the University of Heidelberg, afterward continuing his studies at Munich, where he passed a successful examination and was created Doctor of Laws. After practicing for a time at Karlsruhe, he went to Paris where he spent a year in the study of French law, and on his return to Germany married and settled at Mannheim, Baden, where he devoted himself to the practice of his profession. In 1833-34, he was drawn into politics and became one of the leaders of the movement in opposition to the existing government and in favor of a complete German union and free institutions. In 1842, he was elected a member of the Second Chamber of Deputies, and

so strongly urged a representation of the people in the German Bundestag or Diet, which then was simply a permanent convention of the representatives of princes, that he was pronounced revolutionary and dangerous; but refusing all overtures from the Government he threw up his commission as representative, and sought rest and relief abroad. After his return to Baden, he was again elected representative, again became leader of the opposition, and was in that position at the time of the downfall of the Orleans dynasty in France (February 24, 1848) and the outbreak of the German revolution of the same year. After the failure of the people to establish a national government and the formation of a provisional regency of the empire, many of Hecker's former colleagues became supporters of the new government, despairing of the success of the national constitution formed at Frankfurt. He, however, remained true to the principles he had so long advocated, and roused the standard of revolt in the Duchy of Baden, proclaiming Germany a republic. The Government sent an army, under General Von Gagen, against the insurgents, and they were obliged to disband. Hecker withdrew to Switzerland, thence to France, and embarked at Havre for America. In May, 1849, a second insurrection broke out in Bavaria, Wurtemberg and Baden, in which the regular army joined the insurgents. Messengers were sent to New York to recall Hecker; but before he reached France this insurrection also had been quelled in a brief campaign, by the Prussian Army, and the National parliament at Stuttgart had been forcibly dissolved by Government. Hecker accordingly returned to America, and made himself a home near Lebanon, St. Clair Co., Ill. He purchased a farm, upon which he quietly resided until the outbreak of the Rebellion, when he was solicited to take command of the 24th Illinois Infantry, and accepted the command June 17, 1861. In December of the same year, he resigned and accepted the same position in the 82d Illinois. After the battle of Chancellorsville, in which he was severely wounded, he was placed in command of a brigade, and, with Hooker's corps, joined the Army of the Cumberland at Chattanooga. In March 1864, he resigned, and retired to his farm. He once visited his native land, in 1873, where he was received with the honors due his distinguished services and sacrifices in its behalf. Colonel Hecker died on March 25, 1881. His funeral was attended by delegations of distinguished citizens from many of the large western cities. Colonel Hecker was one of the grandest characters which the revolution of 1848 produced. A man of great influence and wealth, a lawyer of uncommon ability and wonderful eloquence, he sacrificed all his worldly possessions, honors and position to a true and unselfish patriotism, and became the acknowledged leader of the people's cause. The revolution of 1848 having failed, as stated, he fled to the United States, and established himself as a farmer in St. Clair County. There he became one of the staunchest anti-slavery agitators, and in all political campaigns before the outbreak of the Rebellion proved himself the most eloquent German speaker in the ranks of the Free Soilers. In the city of Cincinnati, as well as in St. Louis, the German population have erected to his memory an enduring and costly monument in one of the public squares. Colonel Hecker was married October 24, 1839. One of his children, Arthur, is farming on the old estate; Malvina, married to Rudolph Mueller, is living in Chicago, her husband being a merchant; Erwin, a farmer, lives near Summerfield, Ill.; and Alfred and Alexander, merchants, are residents of St. Louis.

GENERAL EDWARD S. SALOMON was born in Schleswig Holstein, December 25, 1836. He received a liberal education in his native city, adding the study of military science to the general branch she had hitherto pursued, when the revolution of 1848 and the war against Denmark aroused fresh interest in those studies among the German youth. At the close of the war, he went to Hamburg, where he engaged in mercantile pursuits until 1854, when he emigrated from his fatherland, and made his home in America. He arrived in Chicago the following year, and for a short time was employed as a clerk in a small store in the North Division, and subsequently as bookkeeper in a hat and cap store. He commenced the study of law in 1858 with Davis & Buell, was admitted to the Bar the following year, and later became a member of the firm of Peck & Buell. In 1860, he was chosen alderman from the Sixth Ward, and occupied that position until the commencement of the war, when he gave up his law business, and entered the service as second lieutenant in the 24th Illinois Infantry. At the close of 1861, when Hecker resigned his position as colonel of the 24th regiment, Salomon, who had been successively promoted first lieutenant, captain and major, also resigned, and was instrumental in raising the 82d, or "Second Hecker Regiment," of which he was appointed lieutenant-colonel. At the time of the battle of Chancellorsville, the first serious battle in which the regiment was engaged, Lieutenant-Colonel Salomon was sick in Chicago, and consequently did not participate in the engagement, but joined his regiment in Virginia as soon as able, and com-

manded it during the three days' struggle at Gettysburg, receiving the encomiums of his division commander for his coolness and determination in repulsing the attack of Ewell on the right of the Union line on July 22. Colonel Hecker, who had been absent from his regiment on account of a wound received at Chancellorsville, returned to the field after Gettysburg. Lieutenant Colonel Salomon was appointed provost marshal general on General Howard's staff, and served in that capacity during the remainder of the summer. In September, Howard's corps was ordered to Chattanooga, to join the Army of the Cumberland. General Hecker was promoted brigadier-general, and assigned to the command of the brigade, and Lieutenant-Colonel Salomon succeeded him in the command of the 82d Illinois. With his regiment, he participated in the battle of Mission Ridge, the march to the relief of Burnside, and in the many and severe engagements of the Atlanta Campaign, during the summer of 1864, from May until September, including Resaca, Dallas, Pine Mountain, Kennesaw Mountain, Peach Tree Creek, and the siege and capture of the city of Atlanta. After the capture of Atlanta, Colonel Salomon was sent to Nashville with orders, and not being able to re-join his regiment before it set out on the march through Georgia, remained with General Thomas, and was assigned to the command of a brigade during the battles before Nashville in December. He then left, in command of some troops, for Savannah, where he re-joined his regiment, and participated in Sherman's march through South and North Carolina, taking quite a prominent part in the battles of Averysboro' and Bentonville. At the close of the war, he was appointed brevet brigadier-general, to date from March 13, 1865, for distinguished gallantry and meritorious services, and with his regiment returned to Chicago the following June. In the fall of 1865, he was elected by the Republicans as county clerk of Cook County, and held the office until November, 1869.

EIGHTY-EIGHTH ILLINOIS INFANTRY.

SECOND CHICAGO BOARD-OF-TRADE REGIMENT.—The 88th Illinois, the second regiment recruited under the auspices of the Chicago Board of Trade, was mustered into service at Chicago on August 27, 1862, the following being its original roster:

Field and Staff.—Colonel, Francis T. Sherman, Chicago; Lieutenant-Colonel, Alexander S. Chadbourne, Chicago; Major, George W. Chandler, Chicago; Adjutant, Joshua S. Ballard, Chicago; Quartermaster, Nathaniel S. Bouton, Chicago; Surgeon, George Coatsworth, Chicago; First Assistant-Surgeon, Andrew C. Rankin, Loda; Chaplain, Joseph C. Thomas, Cazenovia.

Line Officers.—Co. "D" (Invincible Guards (A), Chicago): Captain, John A. Bross; First Lieutenant, John T. D. Gibson; Second Lieutenant, Lewis B. Cole. Co. "A" (W. R. Arthur Guards (B), Chicago): Captain, George W. Smith; First Lieutenant, George Chandler; Second Lieutenant, Gilbert F. Bigelow. Co. "B" (Nelson Guards (C), Chicago): Captain, Webster A. Whiting; First Lieutenant, Henry H. Cushing; Second Lieutenant, Charles H. Lane. Co. "C" (Kimberk Guards (D), Chicago): Captain, George A. Sheridan; First Lieutenant, Thomas F. W. Gullich; Second Lieutenant, Alexander C. McMurtry. [This was the order of these four companies as fixed by the Adjutant General of Illinois before the muster. They were, however, after the muster, assigned and borne upon all the Government rolls throughout their service, as follows: Co. "A," Captain Smith; Co. "B," Cap-

F. T. Sherman

tain Whiting; Co. "C," Captain Sheridan; Co. "D," Captain Bross. Co. "A" was the right, and Co. "B" the left company of the regiment.] Co. "E" (Holden Guards, Chicago): Captain, Levi T. Holden; First Lieutenant, Sylvester Titsworth; Second Lieutenant, Lorenzo Brown. Co. "F" (Chicago): Captain, John W. Chickering; First Lieutenant, James A. S. Hanford; Second Lieutenant, James Watts. Co. "G" (Hubbard Guards, Chicago): Captain, Gurdon S. Hubbard; First Lieutenant, Frederick C. Goodwin; Second Lieutenant, Dean R. Chester. Co. "H" (Crosby Guards, Chicago): Captain, Alexander C. McClurg; First Lieutenant, Charles T. Boal; Second Lieutenant, Daniel B. Rice. Co. "I" (Chicago): Captain Joel J. Spaulding; First Lieutenant, Orson C. Miller; Second Lieutenant, Jesse Ball. Co. "K" (Chi-

cagon. Captain, Daniel E. Barnard; First Lieutenant, Homer C. McDonald; Second Lieutenant, Edward E. Tucker.

The 88th Illinois left Chicago September 4, 1862, under orders to report at Louisville, Ky. In the excited state of public feeling incident upon Bragg's invasion of Kentucky, and the necessity of hurrying Union forces to the front, this, like many other regiments, left for active service without arms or proper equipments, but on reaching Jeffersonville, two days later, received the needed supplies and immediately marched to Covington, opposite Cincinnati, which was threatened by a rebel force under Kirby Smith. Returning to Louisville, it was there assigned to the Thirty-seventh Brigade (Colonel Nicholas Greusel), Eleventh Division (General Philip H. Sheridan), Army of the Ohio (General Buell). On the 1st of October, it moved with the command from Louisville in pursuit of Bragg, and on the 8th, just a month from leaving home, took a brave and honorable part in the bloody battle of Perryville, in which battle Sheridan's division occupied the left of the Federal line. At about three o'clock in the afternoon, Greusel's brigade was ordered to the front, the 88th being detailed to the relief of the 36th Illinois, in support of a battery which occupied a commanding position in front of the enemy's right. This position it held, repulsing several attacks, until the rebels retreated—their right being the first to break—when, with the brigade, it followed in pursuit until the enemy were out of range. The regiment, both officers and men, were publicly complimented by the brigade commander, for their coolness and efficiency in this their first battle. The casualties reported were as follows:

Co. "A": Killed, John Johnson; mortally wounded, John Jackson; wounded, Thomas J. Hoge, Frank W. Gordon, William Kemp, Samuel Underhill. Co. "B": Mortally wounded, S. S. Correll; wounded, Corporal C. H. Sheldon, John Lynn, George A. Kilson. Co. "C": Wounded, David Hinchman. Co. "D": Mortally wounded, Corporal William Stephens, private Hermann Sauer; wounded, Charles Strube, Peter Shimp, Jacob Norton, Charles A. Johnson, George Logan. Co. "E": Wounded, Andrew J. Merrill, John Lewis, William Best. Co. "F": Killed, B. Duplany; wounded, George Martin, James Burgher, A. Kniss. Co. "G": Wounded, Jasper N. Evans, John Carter, John Dodson. Co. "H": Killed, Benjamin S. Cool, James O'Connor; wounded, Alfred Atkins.* Co. "I": Wounded, Henry Ellis, David R. Kean. Co. "K": Wounded, Corporal Alfred Sevan, privates George W. Foster, Patrick Hanlan, John McLaughlin, Thomas Tant, Philip Flood, William Seabury.

The regiment joined in the pursuit of the rebel force to Crab Orchard, which point was reached on the 15th. There the pursuit was abandoned, and the command marched thence through Lebanon and Bowling Green to Edgefield, opposite Nashville, arriving at that place November 7. On the 17th of November, it crossed the Cumberland, and went into camp six miles south of Nashville, on the Nolensville pike.

In the reorganization of the army under Rosecrans, on November 20, Sheridan's division was assigned to McCook's corps, which formed the right wing of the Army of the Cumberland. The 88th Illinois still remained with Sheridan, forming a part of Sill's brigade, officially known as First Brigade, Third Division, Right Wing. With its division, the regiment moved from camp near Nashville, on the 26th of December, marching on the Nolensville pike toward Murfreesboro', where Bragg's army was concentrated. On the 30th, the command arrived before Murfreesboro', Sheridan's division forming the left of McCook's line-of-battle, Davis's the center, and Johnson's the right. The right of Sheridan's division was held by Sill's brigade, the 88th Illinois in first line-of-battle. On the morning of Decem-

ber 30, the brigade moved down the Wilkinson turnpike toward Murfreesboro', until the head of the column encountered the rebel pickets, who, after a sharp skirmish, were driven back and the command again advanced to a position about two and a quarter miles from the town, when General Sill formed line-of-battle to the right of the road down which he had advanced. In front of his position, beyond some open cotton-fields, was a heavy belt of timber occupied by the enemy's skirmishers. Artillery also was posted in this timber, but was dislodged during the day by Bush's battery, supported by the 88th Illinois and other regiments on the skirmish line, the rebel pickets being driven back to their main line. Major George W. Chandler, while leading the skirmishers, received a slight wound in the face, and his horse was killed by a misdirected shot from the brigade battery in the rear. Toward night, the brigade advanced over the cotton-field in its front, as far as Harding's house, where, throwing out pickets, the troops lay on their arms, without fires, though that bitterly cold winter night. Across the narrow valley in front of Sheridan's division the enemy had massed a heavy force, under shelter of a thick cedar wood, the narrowest point in the valley being directly in front of Sill's brigade, of which the 88th Illinois was the advanced regiment on the left. At day-break on the morning of the 31st, the enemy attacked the Right Wing. Johnson's division and the right of Davis's were driven back, and the exultant Confederates then concentrated their attacks on the left of Davis's line, held by Woodruff's brigade, and the right of Sheridan's, held by Sill's. They were bravely repulsed again and again, only to renew the assault. General Sill was killed while gallantly leading his men in a charge, after which his brigade retired slowly to its original position, and was formed in a line at right angles to the first, in support of its battery. Sheridan's division fought until its ammunition was exhausted and all of its brigade commanders killed. After six hours of the hardest fighting of the day, he ordered it to fall back—his men dragging all but eight of his guns through the cedars, in his rear, to the Murfreesboro' pike, where he re-formed his command.

Among the killed in the 88th Illinois at Stone River were:

Co. "B": Privates Abram Weaver and Henry Millering. Co. "C": Corporals William T. Owens, and Samuel H. Mick. Co. "D": Lieutenant Thomas F. W. Gullich, Privates Hugh T. Logan and William H. Davis. Co. "H": Private John Darr. Co. "I": Sergeant Eugene A. Lyford and Corporal Fred M. Holton. Co. "K": Privates John Roman, George Helm and John Peters.

Major Chandler was wounded in the battle, but remained on the field. Captain George W. Smith, Co. "A," was severely wounded, and was taken to a house on the field, which was captured by the enemy, when he was made prisoner. After remaining some four days in the hands of the rebels, he made his escape into the Union lines, on an old horse with a rope halter, without saddle, and which a negro helped him to mount, and was sent to Nashville, whence he returned to Chicago, and remained at his home until his wound permitted him to re-join his command, just at the beginning of the middle Tennessee campaign. Lieutenants Homer C. McDonald and Dean R. Chester, of Chicago, were among the wounded.

The especial part taken in the battle by the 88th is thus described by a participant: *

"The morning of the 31st of December, 1862, broke cold and cheerless. The men were stiff with the cold, having lain without fires, in a muddy cotton field, in front of Harding's house during the night. The position of the regiment was on the left of the

* General McCook says that there were either three, or five, wounded in his company, but he can not remember their names.

* "Patriotism of Illinois," p. 348.

brigade, and in the first line of battle. Day had scarcely dawned before the pickets opened fire all along the lines, and ere the sun had risen, the rebels advanced in force on the right wing under General McCook.

"Four regiments of the enemy marched directly on the position held by the 88th. Colonel Sherman gave orders that not a gun should be fired until he gave the word, and was obeyed. A brigade of four regiments in column were coming steadily on with their battle flags displayed. The regiment waited until the first line was within seventy-five yards of where it lay. With a yell, the enemy took the double-quick for the charge, and then our colonel gave the order to 'Fire, and fire low.' A simultaneous discharge of all the muskets in his command answered, and as that volley went tearing through the rebel ranks, it shook them as if an earthquake was rumbling beneath their feet. So unexpected was the volley, that the whole column came to a dead halt, giving the 88th time to reload. Again the rebel officers succeeded in getting the column to advance; and again another volley, more terrible than the first, swept through their ranks, from the heavy guns with which the regiment was armed. This they could not face, and the remnant of the brigade sank to the ground to find shelter. The colonel now ordered file-firing upon them as they lay, and soon drove them from our front in utter confusion.

"For six hours we were under heavy fire without cessation, and with empty cartridge boxes were forced from the field where Sheridan's division fought so nobly against overpowering numbers and saved the day. One hundred and fifty-one men, out of four hundred and sixteen, which was the effective force of the regiment in the morning, lay on the field at night or in the hands of the enemy."

Dr. George Coatsworth, the faithful and devoted surgeon of the regiment, died at Murfreesboro', January 9, 1863, of pneumonia, contracted on the field while faithfully laboring for the relief of the wounded. He had been like a tender brother and friend, both to the officers and "the boys" under his charge, and they alike deeply mourned his loss.

Lieutenant Joshua S. Ballard, of Chicago,—a young man only twenty-three years old, and the pride of the regiment, died in the hospital at Murfreesboro', April 9, 1863. He had just been appointed acting assistant-adjutant on Colonel Sherman's staff. After the battle of Stone River, Colonel Greusel, who succeeded General Sill, resigned, and Colonel Sherman was assigned to the command of the First Brigade, which he held until April 21, when he was relieved by General William H. Lytle, of Chicago. Lieutenant-Colonel Chadbourne being ill, Major George W. Chandler took command of the regiment, which he led, except during a brief interval, until his death at Kennesaw.

The 88th remained in camp at Murfreesboro' until June 24. During this period, the Army of the Cumberland was reorganized for the coming campaign, the 88th Illinois, however, remaining in the First Brigade (General Lytle), Third Division (General Sheridan), Twentieth Army Corps (General McCook). Leaving Murfreesboro' on June 24, Sheridan's division reached Tullahoma on the 1st of July, and thence proceeded to Bridgeport, Ala., where, on the 2d of September, it crossed the Tennessee River, moved over the mountains to Trenton, and thence marched over Sand Mountain and up Wills' Valley to Alpine, Ga., where McCook's corps formed the extreme right of Rosecrans's army—about thirty miles from Thomas at Stevens's Gap, on its left. Rosecrans, finding that the enemy had evacuated Chattanooga and concentrated at LaFayette, twenty miles south of that point, ordered the immediate return of McCook's corps, and the concentration of all his forces along the east side of Chickamauga Creek. The roads were terrible, the weather was stormy, and rations were short, but the troops re-traced their steps as rapidly as possible, General Lytle's command, consisting of three brigades, forming the rear guard. Colonel Silas Miller commanded Lytle's brigade during the march to Chickamauga Creek; General Sherman was sick in

Chicago, and the 88th was commanded by Lieutenant-Colonel Chadbourne.

On Saturday, September 19, the command overtook the remainder of the corps near Crawfish Springs, the extreme right of the line. During the day, two of McCook's divisions were ordered to report to Thomas at the left, and Sheridan to move to, and hold, Gordon's Mills. This was accomplished, and during the afternoon of the same day, two brigades of Sheridan's division were also withdrawn for the support of Thomas, leaving only Lytle's brigade to hold the position at Gordon's Mills. The brigade remained on the east bank of the creek during the day, and fell back about two hundred paces, to bivouac for the night, but before morning was ordered to close up on the center, and shorten the line of battle. Again, on the 20th, McCook was ordered to send two of Sheridan's brigades, "with all possible dispatch," to support the left. Lytle's and Walworth's (Bradley's) were hurried from the extreme right, and rushing down the Chattanooga road on the double quick, formed in rear of the Widow Glenn's house,—Rosecrans's headquarters. They had scarcely taken position when the center and right of the Federal line was fiercely assaulted, and they were ordered to change front and return to assist in repelling the onslaught. Longstreet's troops were now pouring through the fatal gap in the Union line, caused by the withdrawal of Wood's division. Davis, to the left, was driven back by the advancing enemy, taking with him Laibold's brigade of Sheridan's division. Then Lytle, in whose first line was the 88th Illinois, was struck by the yelling and exultant host. The command struggled bravely, fighting for half an hour against utterly hopeless odds, but, finally, out-flanked and subjected to a murderous front and flank fire, was compelled to withdraw, to escape annihilation or capture. The gallant Lytle, brigade commander, was shot at this point, and the 88th lost very heavily—about one hundred men out of the three hundred with which it went into action. After the death of General Lytle, Colonel Miller took command of the brigade, and under him it marched to Rossville, and bivouacked for the night.

The war correspondent of the Chicago Tribune wrote of this regiment as among the bravest, saying that if he were to particularize all who distinguished themselves, he would have to send almost the entire roster. He mentions, however, the gallantry of Lieutenant-Colonel Chadbourne, who, although suffering from the pain of a severe contusion of the thigh, still retained command; Major Chandler, "urbane and pleasant, yet brave as a lion," whose voice rang cheerily out, above the din and tumult and roar of battle, crying, "Come on, boys; I won't ask you to go where I am afraid to lead"; Adjutant Orson C. Miller, "quiet and self-centered, yet full of daring and endurance"; Captain George W. Smith, then senior line officer, who, acting for a time as a field officer, "was in all places where the battle raged fiercest"; and Captain John A. Bross, who, his company being on

John A. Bross.

picket at the time of the enemy's attack, not only extricated his men with consummate skill, but fought his way back, step by step, that his regiment might have more time to prepare for the shock.

The list of casualties is incomplete. The regiment lost eight killed, three mortally wounded, twenty-seven seriously and twenty-six slightly wounded, seventeen missing.

Among the killed, were Henry J. Brook and William R. Silcox. Among the wounded were Lieutenant-Colonel Chadbourne; Captains J. W. Chickering and George A. Sheridan; Lieutenants Alexander C. McMurtry, William Lawrence, Henry C. Griffin, Henry W. Bingham, Noah W. Rae; Corporal M. I. Metcalf; Privates A. J. Hayes, John M. Holly, Andrew German, Jacob Wright, Patrick Reynolds, Thomas O'Neil, Brice Worley, H. H. Hoff, and W. Best.

The regiment threw up intrenchments near Rossville, which it occupied until noon of the 22d, when it marched to Chattanooga, and was there employed on the fortifications until the reorganization of the army and the assignment of General Thomas, on October 16, to the command of the Army of the Cumberland. In the reorganization, the Twentieth and Twenty-first corps of McCook and Crittenden were discontinued, and the Fourth Corps, General Granger, was organized. The 88th Illinois was assigned to the First Brigade (Colonel Francis T. Sherman), Second Division (General Phil. H. Sheridan), Fourth Corps. On the 23d of November, Sheridan's and Wood's divisions captured "Orchard Knob," the most advanced of the enemy's works before Chattanooga, and it became thereafter the headquarters of Grant and Thomas. On the 25th, the assault on Mission Ridge was made, Sheridan's division forming the right center of the charging column. At about half past three in the afternoon, the signal—six guns fired in rapid succession from Bridge's battery, on Orchard Knob—was given, and eager troops set forward. Three lines of rifle-pits were to be captured—the first near the foot of the ridge, the second about half way up, and the third on the crest, where the heavy breastworks were protected by some fifty pieces of artillery. Lieutenant-Colonel Chandler, commanding the 88th at Mission Ridge, said, in his report of the battle:

"The regiment on the 23d (November) was on picket in front of Fort Negley, when the movement of the army was begun. We were relieved on the morning of the 24th, and ordered to join our brigade, which had moved to the left during the night. At eleven o'clock, on the 25th, under the direction of Colonel Sherman, I took position behind the breastworks on the picket line to the left of the road leading out from the left of Fort Negley. At two o'clock in the afternoon, the regiment, with the brigade, advanced to the rise of ground on which had been the enemy's picket line, where it was halted. The regiment occupied the right of the second line, and, at three o'clock, under the immediate direction of Colonel Miller, who had the direction of the second line, moved to the assault of the enemy's works on Mission Ridge.

"We advanced in quick time, until we reached the edge of the timber, when we took the 'double-quick' across the plain, a distance of half a mile, to the first line of works, the enemy firing into our ranks from the first line, and pouring grape and canister from the batteries on the crest of the ridge. Here, under the little shelter afforded by this first line of works, the men sank from exhaustion. We remained here only a few minutes, and advanced to the second line, driving the enemy in confusion before us. The men were now so completely exhausted, and there was kept up such a galling fire from the enemy, that a farther advance seemed out of the question. A few moments of rest, however, and they followed the colors, which were ordered forward. The advance was slow, but sure, having to contend not only with the direct fire, but enfilading fire from the right. When near the upper works of the enemy, we halted, waiting for the troops on our right to move forward and draw from us the fire which enfiladed our line of advance. This fire not in any way diminishing, I ordered the colors forward on the works, which a moment afterward were carried, and the 'Stars and Stripes' hoisted triumphantly on Mission Ridge, the enemy being in full retreat in great confusion. The distance from where the charge was begun to the top of the ridge was at least one and a half miles across a wide, open plain, and up a long steep hill, protected by three lines of rifle-pits—the first at the foot, the second about half way up, and a third on the crest of the ridge, with artillery at the top. The time occupied was about one and a half hours. The

regiment rested on the ridge until about one o'clock the next morning, when, with the brigade, we moved to the front, a mile and a half, and halted until about ten o'clock, when we moved forward to Chickamauga Creek. In the afternoon we returned to camp.

"I desire to make honorable mention of the officers of this regiment, all of whom did their duty most gallantly. Captain George W. Smith, of Co. 'A,' acting field officer, was conspicuous for his bravery while urging on the almost exhausted men, until, about two-thirds of the way up the hill, he fell, severely wounded. First Lieutenant Dean R. Chester, commanding Co. 'G,' was shot through the leg while crossing the plain, but gallantly led his company to the second line of works.

"Second Lieutenant Henry L. Bingham, commanding Co. 'H,' was killed just before reaching the second line, but proved himself entirely worthy the straps he had so recently mounted. First Lieutenant Edward E. Tucker, commanding Co. 'D,' was conspicuous for his daring, moving among the men and urging them forward. Sergeant Richard Realf was everywhere, urging on those who fell behind from other regiments, as well as those of our own. It affords me great satisfaction to mention our brave color-bearer, Sergeant John Cheever, who gallantly carried our banner, planting it always in the advance, for the regiment to rally on; never letting it trail in the dust, but waving it encouragingly to those behind and defiantly to the enemy before him; never faltering until he waved it over the top of Mission Ridge. It is difficult to select any one from the ranks, and give him special mention, where all behaved so well; but I must mention Corporal Thomas Lacy, of Co. 'K,' and private William Isbester, of Co. 'C,' who seemed to vie with the colors for the advance."

In the charge on Mission Ridge, Lieutenants Charles H. Lane, Co. 'C,' and Henry L. Bingham, Co. 'H,' both of Chicago, were killed. Among the wounded were First Lieutenants Sylvester Titsmuth and William Lawrence, and Second Lieutenant Lewis B. Cole, all of Chicago.

On the return of the 88th to camp at Chattanooga, it was ordered, with its division, to prepare for a forced march to Knoxville to relieve Burnside, there besieged by Longstreet.

After a march of one hundred and thirty miles the command reached Knoxville on the 7th of December, just in time to join in the pursuit of Longstreet, who, on learning of the advance of the Union forces, raised the siege, December 4, and retreated toward Virginia. General Sherman returned to Chattanooga with his own corps, leaving Granger's corps to strengthen the Army of the Ohio in East Tennessee; and, after the pursuit of Longstreet was ended, it was stationed in the vicinity of Knoxville, at Blain's Cross Roads for the remainder of the winter. The campaign in East Tennessee was an uneventful one, the 88th meeting the enemy but once; when, in January, 1864, Longstreet temporarily left his winter quarters near Morristown and marched to Dandridge, about forty-five miles from Knoxville, where he was met by Granger's corps, and a slight engagement ensued. The men during that winter fought a much harder battle than that with the enemy. Hard marches over execrable roads, short rations, and scanty clothing and shelter, tried patience and endurance sorely. The weather was bitterly cold, the new year opening with a gale from the northwest, which reduced the temperature below zero; yet, through it all, the soldiers kept up their courage and spirits, and, hovering round their camp fires, some without coats, some without pantaloons, some with tattered blankets tied like petticoats about their waists, greeted with hearty cheers each new announcement that another regiment had veteranized.

In the early spring of 1864, Granger was relieved of the command of the Fourth Corps, and Major-General Howard took his place. In the reorganization of the army for the Atlanta campaign, Colonel Sherman continued in command of the brigade, the 88th Illinois was assigned thereto, in Newton's division, Howard's (Fourth) corps, which was ordered to concentrate at Cleveland, Tenn., in preparation for the forward movement. On May 3, it broke camp at Cleve-

land, and moved to Catoosa Springs, near Ringgold, Ga., where Howard formed his line of battle, Newton's division forming the left, Stanley's the center, and Wood's the right. On the 7th, Newton's division, consisting of Sherman's, Wagner's and Harker's brigades, arrived at the foot of "Rocky Face," an almost inaccessible ridge, rising some five hundred feet above the level of the surrounding country, the crest of which was a sheer precipice of solid rock, in height from twenty to sixty feet. Mill Creek Gap, a narrow gorge through Rocky Face, commonly called Buzzard's Roost, was traversed by the Atlantic & Western Railway, and by the direct wagon road to Dalton, where Johnston's army was concentrated. The enemy had strengthened this pass with artillery, and taken up position there, on being driven from Tunnel Hill. On the 8th, Harker's brigade, of Newton's division, was thrown up the steep northern face of the ridge, driving back the enemy about three miles, along its crest. The following day Sherman's and Wagner's brigades were advanced to the same position, but were unable to proceed farther, the enemy holding a strongly fortified gorge in front, upon which five separate assaults were vainly made. On the 12th, Johnston's forces evacuated Buzzard's Roost, the position having been turned, and fled, through Dalton, southward to Resaca. The 88th, with Newton's division, joining in the pursuit, marched down the western side of Rocky Face, and passed through Snake Creek Gap to Dalton, joining the other divisions of the corps at Resaca the following day.

On the 14th, it participated in the battle of Resaca, its position being on the left of the Federal line. The brigade was ordered to advance and relieve a brigade in front, that had carried, but could not hold, a portion of the enemy's outer defenses. To reach this position, the troops had to cross Camp Creek, and move across an open field, under a severe fire of artillery and musketry. After the intrenchments were reached, a desperate struggle ensued for their possession, but the enemy was finally forced back, and established a new line several hundred yards in rear. On the 15th, the 88th, with Newton's division, was moved toward the right of the line, and, on the evacuation of the town by the enemy, was given the advance in the pursuit, crossing the Oostenaula River at Resaca, and moving down the direct road toward Calhoun and Adairsville. As the division reached the latter place, the enemy's rear guard were met in strong force, having taken a position and thrown up barricades, behind which they succeeded in resisting, for a short time, the advance of the column.

On the 19th, Hardee's rear guard was driven into Cassville; on the 20th, Johnston's army crossed the Etowah, and the Federal army went into camp for a few days' rest. On the 23d of May, Newton's division crossed the Etowah, and on the 25th was ordered to the support of Hooker, who was engaged with Hood's corps at New Hope Church. After the evacuation of Dallas, June 5th, the Fourth Corps moved to Ackworth, leaving Kimball's brigade to guard the hospitals until the wounded could be safely removed. A force of rebel cavalry attempted to take these shelters of wounded men, and succeeded in capturing a few mutilated prisoners. In the advance of the army, Kenesaw Mountain was reached on the 20th; and, on the 24th, the Fourth Corps, Newton's division holding the center, was ordered to attack and, if possible, carry an advanced line of the enemy's fortifications. The assault was made in the forenoon. The rebel skirmishers in front of Newton were driven from their rifle-pits, and the command advanced to the foot of the ridge, on the crest of

which was a strong line of works; but they were there stopped, and forced to fall back to the line of intrenchments just vacated by the enemy. These they took, and held possession of; and so near were they to the enemy's lines that the skirmishers who occupied them could easily converse with the skirmishers of the enemy. On the 24th, Sherman ordered an assault to be made on the enemy's works on the 27th. Of the three storming columns, Newton's division was selected to assault the enemy's left center, to the southward of Kenesaw.

On the morning of the 27th, preparations for the assault commenced, and at half-past eight the signal for the charge was given. It is thus described in the letter of an army correspondent:

"The ground in front of Newton is open and rolling. The rebel main works occupy a light ridge covered with timber, and his batteries sweep the whole space between the lines. Harker's brigade, on the right, was formed in column of divisions, left in front, and Wagner in the same order on the left. Kimball's brigade retired on Wagner's left, with orders to guard the flank, and support whichever of the brigades seemed the weakest, and was formed in column of divisions, right in front. Harker, debouching from the forest, is met by a withering fire of artillery and musketry, but still holds straight forward toward the rebel works. Finding that Wagner and he are moving in such close proximity as to create confusion, should he desire to deploy, Harker obliqued to the right, moved off again slowly under a very destructive fire, and Wagner hastened forward to a depression where his men might be sheltered somewhat from the seething fire of grape and canister that swept through and tore his ranks. Think of columns, at the distance of six hundred yards from artillery, having a continuous storm of grape and canister, and you have the ordeal through which these brave fellows passed.

"Wagner was still exposed to enfilading fire from artillery, and soon from the flank fire of infantry that the enemy sent out to effect his dislodgement. During the advance, Wagner's troops were struck so heavily at the very first shot, that a good portion crumbled off and drifted to the rear. Enfiladed, and unused to such formations for battle, it required all the firmness and sternness at command to keep the men to the work.

"Now and then a little sift from the line, like the premonitory snow-slides that warn of the avalanche, drifted back; and Kimball was ordered up to Wagner's relief—to pass over him, and, if possible, to enter the rebel works. The rebels perceiving the movement, sallied out, and, forming on Kimball's left, annoyed him very much. An order came to 'Form in column of battalion,' and at once the lines took a shape in which the troops were more readily handled; it was a return to the 'good old style,' as the boys said; and then the battle raged furiously. * * * Kimball and Wagner battle on, essay again and again to advance, and at last push up to the very works, when a terrible volley sweeps through the line, cutting down many of their bravest, truest officers. Kimball loses the brilliant Chandler, the light of whose intellect seemed to illumine every difficult subject and adjust it with the wisdom of a sage."

The 88th Illinois, now commanded by Major George W. Smith, entered Marietta with its command, which marched thence to Roswell on the Chattahoochee River, crossed the river on 9th of July, and fortified the hills on the southern bank. On July 9, while north of the Chattahoochee River, Colonel Sherman, then chief of Howard's staff, was riding out, unattended except by an orderly, and passed over a portion of the road which our pickets had occupied the preceding day, but from which they had been withdrawn without his knowledge. Intent upon the purpose of his reconnaissance, before he was aware, he was in the midst of rebel pickets, who took him without firing a shot, and carried him prisoner to headquarters on the south side of the river, calling out, in triumph, to our pickets that they had "Got old Sherman," believing that they had captured the commander-in-chief of the army. Colonel Sherman was kept a prisoner three months, when he was exchanged, and returned to Chicago.

Newton's division re-joined its corps at Phillip's Ferry, arriving on the 13th. On the 20th, it crossed

Peach Tree Creek on the Buckhead road bridge, the other divisions of Howard's corps being two miles to the left. About noon, the order for the advance on Atlanta was given, and the column moved forward about half a mile south of the creek, driving the rebel sharpshooters back through the woods, and formed on a ridge covering the road to Collier's Mill, Kimball's brigade on the right, Blake's on the left, and Bradley's in reserve on the road leading to the bridge to the rear.

Fresh skirmishers were thrown forward, and the advanced brigades commenced throwing up a barricade of rails and logs in front of their position. Before their task was completed, Watkins's and Bate's divisions of Hardee's corps appeared moving down from the forest in front, "their columns seeming to be endless." Our skirmishers were driven back to the frail defenses, and Walker came swooping down on the brigades in front, while Bate aimed for the road leading to the bridge across Peach Tree Creek. As the long line charged down on Newton's troops, far outflanking Kimball on the right, Goodspeed's guns opened as they reached a point about seventy-five yards from the barricade, and every musket in the front was blazing. The line wavered; and the guns of a Michigan battery, hastily brought into action on Kimball's right, added to their demoralization. In twenty minutes, they were completely routed, and Newton's troops, "their lines so thin that they looked like skirmish deployments," so much territory had he to hold, were masters of the field. Could Newton's left be turned, the army would be divided and Atlanta saved; and Hood did not rest satisfied with his first attempt, although it was repulsed along the whole line from left to right. Toward night, he again attacked Newton's position; but batteries were placed so as to sweep the valley of Clear Creek, on which the left rested, and the enemy was again driven back, leaving two hundred dead in front and to the left of Newton's line. Hood's forces withdrew from their intrenchments south of Peach Tree Creek, on the night of the 20th, and the following morning the Federal army closed in on Atlanta. The division of which the 88th Illinois formed a part did not participate in the battle before Atlanta, July 22, the Fourth Corps forming the extreme right. On the 27th, Howard relinquished command of his old corps, to assume command of the Army of the Tennessee, rendered vacant by the death of Major-General McPherson on the 22d. The command of the Fourth Corps was assigned to Major-General D. S. Stanley.

Under Stanley, the division took part in the siege of Atlanta, and during the gradual investment of the city was ordered to destroy the Macon Railroad, the enemy's last line of communication, and then attack Hardee at Jonesboro'. The Macon railway was reached September 1, and Newton's and Kimball's divisions tore up and destroyed every rail from Rough and Ready to within two miles of Jonesboro', and then line-of-battle was formed with Opdycke's brigade, holding the center of Newton's division. The rebel skirmishers had taken position and thrown up barricades in front of their main fortifications, which they defended stubbornly, but were driven back upon the reserves, leaving many prisoners. During the night, Hardee evacuated Jonesboro', and retreated toward the south, the command following, in pursuit, to Lovejoy's Station, sixteen miles southeast of Atlanta, on the Macon Railroad, where the enemy was found strongly intrenched, with an advanced line of skirmishers in rifle-pits. The pits were captured, and the command remained at Lovejoy, the advance holding the rifle-pits, until the 5th of Septem-

ber, when orders were received announcing that the campaign had ended, and that the army would fall back to Atlanta, rest one month, and "prepare for a winter's campaign." At the termination of the Atlanta campaign, Brigadier-General D. S. Wagner succeeded Major-General Newton in the command of the Second Division, Fourth Corps.

The 88th Illinois was assigned to Colonel Emerson, Opdycke's brigade, Wagner's division, with which it proceeded to Chattanooga, in the latter part of September, to strengthen the garrison at that place. On the 26th of October, the remainder of the Fourth Corps was detached, and proceeded to Chattanooga, with orders to report to Thomas, at Nashville, for the coming campaign. When it was known that Hood had crossed the Tennessee, and concentrated his army on its northern bank, at Tusculum and Florence, in pursuance of his design to march on Nashville, General Thomas ordered Stanley to move, with his command, to Pulaski, on the railroad connecting Nashville and Decatur, but practically the southern terminus of railroad communication from Nashville, owing to the destruction of the railroad bridges between it and Decatur. On November 3, the Fourth Corps reached Pulaski, where it was joined on the 11th by General Schofield, who assumed command of all the forces concentrated there, consisting of Stanley's corps and Cox's division of the Twenty-third Corps. By November 15, when Sherman took his departure from Atlanta on his famous march through Georgia to the sea, Forrest's cavalry had joined Hood, and the Confederate leaders were hurrying their preparations for a march, in the hope of placing their army between Schofield and Nashville, before he could reinforce Thomas at that place. The advance of the enemy was begun on the 20th, and Schofield, sending his surplus stores from Pulaski, retreated to Columbia, Wagner's division covering the rear. During the night of the 27th, the whole of Schofield's army moved to the north side of Duck River, at Columbia, destroying the pontoon and railroad bridges, to prevent the passage of Hood's forces, which were close behind. From this point, the wagon trains were sent forward to Spring Hill, and Wagner's division, Opdycke's brigade in the advance, was ordered to the same place, for their protection. Before reaching Spring Hill, news was received that Forrest had crossed Duck River during the night, and was moving on the town. The troops were hurried forward on the double-quick, and arrived at almost the same moment with Forrest.

Opdycke's and Lane's brigades were posted in a position to cover the approach to the village and to protect the army trains and the railroad. Without a moment's halt, the 88th, now consolidated with the 74th Illinois, was deployed as a skirmish line, and soon succeeded in driving the enemy from its front. Bradley's brigade of the same division, posted in a somewhat isolated position to the east of the turnpike, was attacked by a heavy force of the enemy under Cleburne, and was obliged to fall back, General Bradley being severely wounded. Captain Lyman Bridges, of Chicago, did good service with his batteries, his effective fire leading the rebels to believe that the whole army was at Spring Hill. During the night of the 29th, Wagner's division remained in the position it had occupied during the day, waiting for the remainder of the army to come up. Early in the morning, as soon as troops were in movement toward Franklin, Opdycke's brigade was again designated as rear guard for the army, the 88th Illinois still forming the rear skirmish line. The regiment arrived at Franklin about noon on the 30th, having

several sharp skirmishes with the rebel cavalry on the route. Before its arrival, a line of intrenchments had been thrown up at the southern edge of the village by the advance troops. These were on both sides of the Columbia turnpike, the width of the road being open to enable the trains and artillery to pass. When Opdycke's brigade reached Franklin, it was placed as reserve on the west of the Columbia turnpike, two or three hundred yards in rear of the main line of intrenchments, and the other two brigades of Wagner's division were posted on the same road, about half-a-mile in front of the main line, with directions to retire within the intrenchments and join Opdycke's brigade, as reserves, when Hood should advance in force.

At about half past three o'clock, Hood's forces appeared before Franklin, the center moving down the Columbia turnpike. "Along a mile and a half of front, the imposing array of the Confederate army could be seen, advancing at quick-step, with trailed arms, the artillery in the intervals galloping forward, unlimbering and firing as soon as they were within range." Just at this juncture, through some mistake, Wagner's two advanced brigades unfortunately received an order to fire, instead of to fall back to the reserves; and as the immense rebel host rushed on them with a cheer and a yell, they were swiftly driven back, broken and demoralized, seeking to gain the shelter of the breastworks in their rear. As they swarmed over the works, followed closely by the charging columns of the enemy, the brigades of the Twenty-third Corps, occupying the works near the turnpike, were trampled down and carried back by the panic-stricken, disorganized mass, leaving a space the length of a regiment unoccupied on each side of the road. Over the parapet rushed the rebels, and had just captured four guns, when the reserves, headed by Opdycke, were upon them. Says a soldier of the 88th, who participated in the struggle :

"Rebel yells of triumph rang in our ears, and we all knew that unless on our part there was instant fighting, as furious and desperate as last hope could make it, nothing but irretrievable disaster could possibly result. In the twinkling of an eye, therefore, our brigade was under arms. There was no time to form brigade front; we charged by regiments, the consolidated 88th leading and clearing the way. Colonel Smith, Major Holden and Adjutant Realf were on horseback; there was indeed no time to dismount had we desired to do so. In all my life I never saw, in all my readings I never read of, a more knightly scene than when Colonel Smith, at the head of the charging column, cap in hand, dashed hither and thither in the white heat of the fray, nerving the brave, shaming the coward—an unconscious hero every inch of him. Presently his horse was shot; presently, the major's—the adjutant's escaped being hit. Well, an awful time, for a while, we had of it. I never saw hand-to-hand fighting before. Captain Barnard shot two rebels with his revolver; Corporal Newman, of Company 'G,' nearly severed a rebel captain's head with an ax; somebody actually pinned a rebel soldier to the breastworks by the stroke of a pick-ax. I saw a rebel color-bearer knocked flat with the butt-end of a musket, and there were bayonetings without number. But, thank God, we stayed the rebel tide. Then, when we had things safe, we got up the stragglers, and by and by affairs assumed shape and order. But Hood was not content; again and again, until the eleventh time, he charged us with desperate frenzy. The slaughter was horrible; the ground was actually slippery with blood and gore."

The account is not too highly drawn. Probably there was no more terrible fighting during the war than at Franklin; and to Colonel Opdycke and his brave men is universally accorded the credit of saving the army there.

Confederate officers were slain on the parapet, leading their command to the assault, and their men lay piled in heaps around them. Cleburne's division, which met the charge of Opdycke's brigade, left a thousand officers and men, besides its leader, on the field. In Quarles's brigade, a captain was the ranking officer at

the close of the battle. Quarles, Adams, Strahl and Stafford were only four of the distinguished rebel officers that met their death in the deadly assaults of that day. Twelve Confederate generals and a long list of colonels were among their slain.

At midnight, Schofield's army withdrew to the north-side of the Harpeth River, Opdycke's brigade, of which the 88th Illinois formed the rear guard, bearing from the field, as trophies of its valor, ten battle flags of the enemy; of which the 88th captured one division and four regimental. On the morning of December 1, the troops arrived at Nashville, where the Fourth Corps (temporarily commanded by General Wood, General Stanley being disabled by a wound received at Franklin) was assigned the center of General Thomas's line of defenses around the city. While in camp at that place, Generals Thomas, Wood and Wagner paid the regiment a visit, and publicly thanked it for the important services it had performed at Franklin, saying, that with the exception only of Colonel Opdycke, commanding the brigade—with whom he shared the honor—

"to the special gallantry and exertions of Colonel Smith, more than to those of any other man, was due the repulse of the rebel column, the safety of the army and the victory of the day."

Major Smith, who, after the death of Lieutenant-Colonel Chandler, had been promoted lieutenant-colonel, and had been acting colonel of the 88th, was brevetted colonel after the battle of Franklin.

The command of the Second (Wagner's) Division was assigned to General Elliott at Nashville, and, in the battle of the 15th of December, it formed the right of the Fourth Corps, storming and entering the enemy's works before the city, just after the assault on Montgomery Hill. The division took three pieces of artillery and many prisoners. After resting awhile in the captured works, it marched in pursuit of Hood's army, toward the Franklin pike. Darkness coming on before the command reached the pike, the troops bivouacked that cold December night on the field, with orders to advance at daylight the following morning; if the enemy was in front to attack him; if he had retreated, to pursue him till found. At daylight, the command again advanced toward the enemy, Elliott's division leading. Driving the enemy's skirmishers steadily back, it gained the Franklin pike, and pushed forward until within about a half-mile of the enemy's main line of defense in the Brentwood Hills. The division was not engaged in the bloody assault upon Overton Hill, but, on the repulse of the brave column thrown forward to carry that position, moved forward to the assault of the works in its front, which were carried and many prisoners captured. The division bivouacked at night within a mile of the Brentwood Pass—the point where the pike from Nashville to Franklin passes through the Brentwood Hills—and the following morning continued the pursuit over a road strewn with arms, accoutrements, blankets, and everything the enemy could divest himself of in his retreat. On the 18th, the head of the column reached Rutherford Creek, a rapid stream, which the heavy rains of the last day had swollen to a torrent. The enemy had destroyed all the bridges as he retreated, and on the southern bank of this stream had posted artillery and infantry to contest its passage. It could not be forded, and rafts were unmanageable, being carried away by the force of the torrent as soon as launched. Forest trees were felled, in the hope that some might be found high and strong enough to span the river, but all expedients were futile. The pontoon train was not yet up, and, until the enemy could be

driven from the opposite bank, a bridge could not be constructed.

Late in the afternoon a small body of troops succeeded in crossing on the ruins of a railroad bridge below, and drove the enemy from the southern bank. The following day, Opdycke's brigade constructed a bridge, over which the infantry passed, and marched that night to the northern bank of Duck River. The Fourth Corps continued the pursuit to Lexington, Ala., where, by order of General Thomas, it was discontinued. This pursuit, the commanding general said, was without a parallel in the war. It was continued for more than a hundred miles, at the most inclement season of the year, over a road, the whole of which was bad, and thirty miles of which were wretched almost beyond description. From Pulaski to Lexington the depth of mud was unfathomable. Nearly all the artillery had to be left at the former place, that extra horses might be attached to the few pieces taken forward, and but a small amount of ammunition or supplies of any kind could be taken beyond Pulaski. The pursuit being discontinued, the command marched to Huntsville, Ala. where the 88th, with its brigade, went into camp January 5, 1865, and remained until March, 1865. During March, the regiment participated in an expedition to Bull's Gap, East Tennessee, and in May moved to Nashville, where it was mustered out of service June 9. On June 12, it arrived in Chicago, and was quartered at Camp Douglas for the night. The following day, with the 89th Illinois (Railroad Regiment), it received a public welcome at the Chamber of Commerce, from the Board of Trade and from the Railroad companies of Chicago. The 88th left Chicago with nine hundred names on its rolls; it returned with two hundred and nine, all told—the remainder having fallen victims to the casualties of war. Its worn and tattered flags, inscribed with the names of Perryville, Stone River, Chickamauga, Mission Ridge, Resaca, Peach Tree Creek, Franklin, were brought triumphantly home; and the old flag, which they bore with them from Chicago, was returned—a bunch of shreds—to the Board of Trade, who had presented it.

This sketch of the 88th Illinois is fittingly closed in the words of Colonel Smith, at the reception of his regiment, in Chicago, by the Board of Trade. After a brief account of the services of the command, he says:

"As I remember the time that we went out from here—nine hundred strong,—and think now that we have come back, bringing with us, of these men, only two hundred and nine, I think of the men we have left buried in their simple graves, all the way through Kentucky and to below Atlanta. There they lie, an honor to their country and an honor to you all. We have lost by battle, by the casualties of the service and by sickness, the balance of our number. We have never been recruited, with the exception of some fifteen or twenty men.

"I can not refrain, gentlemen, as I am standing here, from saying a word in behalf of the memory of one whom you all loved, and of whom you all have often heard—to whom, as much as to any other man, the discipline, the drill and the efficiency of the 88th regiment is due. A braver, truer, nobler man never breathed; we lost him in the assault, last June, on Kenesaw Mountain—Lieutenant-Colonel George W. Chandler. I might mention other officers, from their positions less conspicuous, equally gallant and brave; and if I had the names, I could read to you, from the ranks, an array of men who have fallen bravely fighting; good, true, honest, earnest men—who went out and attacked their enemies with a purpose, and died nobly maintaining that purpose."

The roster of the 88th, on its return, was as follows:

Brevet Colonel commanding, George W. Smith; Major, Levi P. Holden; Adjutant, Richard Realf; Acting Adjutant, A. C. McMurtry; Quartermaster, Edward G. Tucker; Surgeon, William P. Pierce; Assistant Surgeon, Fred. E. Kopp; Chaplain, Joseph C. Thomas. Co. "A": Captain, John H. Merrill; First Lieutenant, Albion G. Burnap. Co. "B": Captain, Henry H. Cushing; First

Lieutenant, Robert O. Crawford. Co. "C": Captain, Charles O. Wentz; First Lieutenant, Henry C. Griffin. Co. "D": Captain, Edwin L. Barber; First Lieutenant, William Jones. Co. "E": Captain, Edwin A. Stolp; First Lieutenant, Isaac T. Reeves. Co. "F": Captain, John W. Chickering; First Lieutenant, Nathan P. Jackson. Co. "G": Captain, Dean R. Chester; First Lieutenant, Isaac Frazer. Co. "H": Captain, Alex. C. McMurtry. Co. "I": Captain, Thomas Brown; First Lieutenant, John H. Calef. Co. "K": Captain, Daniel E. Barnard.

FRANCIS T. SHERMAN, who has been a citizen of Chicago for the past fifty years, is a native of Connecticut, born in Newtown, December 31, 1825. His father was Hon. Francis C. Sherman, who, with his family, came to Chicago in 1834, and engaged in the manufacture of brick, erecting, also, the first brick business house built in Chicago. He subsequently built a great number of buildings here, notable among which is the Sherman House, which is now one of the oldest hotels in the city. The mother of Francis T. Sherman was Electra Trowbridge, daughter of Reuben Trowbridge, of Danbury, Conn., and a woman noted for her force of character, strong intellectuality, blended harmoniously with all those traits that form the highest type of true womanhood. Francis T. grew up in what was then the frontier town of Chicago; and, when not in school, was engaged in helping his father to earn the family livelihood. Their first brick-yards were located out on the prairie; which then meant that portion of the city bounded by Adams Street on the south, Madison on the north, and the river on the west; and here the son used to work, driving an ox-cart, hauling clay, filling the pits, and doing all sorts of rough labor about the yards. From the age of eighteen until he was twenty-four, he was employed, successively, as clerk in a grocery store, in the Chicago post-office, and as secretary to the Board of Appraisers of Canal Lands. Ill health compelling him to resign the latter position, he went to California in the spring of 1849, and there remained until November, 1850. On his return to Chicago, he engaged in business, which he continued until the summer of 1861. In October, of that year, he entered the Union army, as lieutenant-colonel of the 57th Illinois Infantry Volunteers, an organization known as the Mechanics' Fusiliers. This regiment was soon disbanded, being mustered out of service in February, 1862. On March 8, following, he was again mustered into service, as senior major of the 12th Illinois Cavalry Volunteers, which position he held until August, when he was appointed, by Governor Yates, to the command of the Second Board-of-Trade Regiment, the 88th Illinois Infantry Volunteers. Colonel Sherman participated in the battle of Perryville, which was fought on October 8, and in the battle of Stone River, December 31, in which engagement his regiment took an active part. While the Union forces were still lying in front of Nashville, after the battle of Stone River, Colonel Sherman was assigned to the command of the First Brigade, Second Division, Twentieth Army Corps; and commanded that brigade through all the events of the campaign, resulting in the capture of Chattanooga. On the reorganization of the Army of the Cumberland, by which General George H. Thomas succeeded General Rosecrans in the command, Colonel Sherman was assigned to the command of the First Brigade, Second Division of the Fourth Army Corps, serving, as such, during the siege of Chattanooga, until it was raised by General Hooker, and participating in the battles of Lookout Mountain and Mission Ridge, the latter fought on November 25, 1863, and resulting in the defeat of General Bragg and his entire army; also, taking part in the siege of Knoxville, where his brigade remained until in the spring of 1864, when the Fourth Army Corps joined the Atlanta campaign. At that time he was appointed chief-of-staff to General O. O. Howard, and accompanied the Fourth Army Corps through the campaign, until it reached the bank of the Chattahoochee River. There, while on a reconnaissance, on July 7, 1864, accompanied only by an orderly, he inadvertently ventured within the enemy's lines, and was captured. He was taken to Atlanta, thence to Macon, and finally sent to Charleston, as Sherman closed around Atlanta. On the journey to Charleston, over the Savannah and Charleston Railroad, Colonel Sherman, with a number of other Union officers, jumped from the train, during the night, and attempted to escape. The greater number were re-captured immediately, but the colonel and a few others eluded their pursuers, and concealed themselves in the woods until the second midnight, when they were re-captured by blood-hounds. They were thrown into the city prison, at Charleston, and thence transferred to the workhouse, which was commanded by the guns at Fort Wagner. In September, Colonel Sherman was sent to Richmond for exchange, which was effected October 7, when he returned to Chicago, and soon after was directed, by order of the Secretary of War, to report for duty to General Phil. H. Sheridan, commanding the Middle Military Division, with headquarters at Winchester, Va. Colonel Sherman was appointed assistant inspector-general, on General Sheridan's staff, and served in that capacity until after Lee's surrender, participating in the cavalry raid of that dashing Union

officer, through the valley of Virginia; the battle of Waynesboro', which destroyed the remnant of Jubal Early's command; the destruction of the James River Canal; and other engagements favorable to the Union arms. He fought in the battles of Dinwiddie Court House, Five Forks, Sailor's Creek, etc., and witnessed the surrender of Lee, at Appomattox Court House. The papers of this surrender were signed in the house of one Wilbur McLane, who, singularly enough, was the owner of a goodly portion of the ground on which was fought the first battle of Bull Run. March 13, 1865, Colonel Sherman was brevetted brigadier-general, and was subsequently promoted to that rank by regular appointment. He accompanied General Sheridan to New Orleans, in May of that year, and was appointed provost marshal general of the Military Division of the Gulf, which position he held at the date of his muster-out, in February, 1866. He afterward returned to the South, where he made heavy investments in a Louisiana sugar plantation; which venture, however, proved a failure. In 1867, he returned, with his family, to Chicago, and, after the great fire of 1871, engaged in various mercantile pursuits. In 1879, he embarked in his present business, as the senior member of the firm of Sherman & Marsh, the manufacturers of barbed wire. General Sherman was married October 8, 1851, in the town of Northfield, Cook County, to Miss Eleanor N. Vedder. They have four children; the eldest, Ella, is the wife of Eben J. Marsh; Lulu, the second daughter, is the wife of J. Frank Aldrich; Francis C. and Eaton G., the two sons, are attending school.

ALEXANDER C. MCCLURG was born in Philadelphia, Penn. He received his education at Pittsburgh and at Miami University, Oxford, Ohio. After graduating, he entered upon the study of the law, with Hon. Walter H. Lowrie, chief-justice of Pennsylvania. Enthusiastic devotion to study soon broke down his health, and the law was reluctantly abandoned. In quest of health and occupation, he arrived in Chicago, in 1859, and entered the house of S. C. Griggs & Co., booksellers, as a junior clerk. In this business he rapidly rose to a position of trust. At the beginning of the civil war in 1861, he enlisted as a private in a company which was offered to the Government, but as the State's quota was already full, the company was not accepted, and the young patriots returned again to their civil pursuits; later, however, upon a further call for troops, Mr. McClurg united with others, and raised a company, called the "Crosby Guards," and with them, he was mustered into the United States service as a private soldier, on August 15, 1862. A few days later, he was unexpectedly, and without any agency of his own, elected captain of the company, which went into the field at once, as a part of the 88th Illinois Volunteer Infantry, under Colonel F. T. Sherman. Cincinnati and Louisville were both, at that time, threatened by the forces under Bragg and Kirby Smith, and the new regiment was hurried to the defense, first of one and then of the other of these cities. Moving south under Buell, the regiment was heavily engaged in the battle of Perryville, where the company of Captain McClurg lost severely in killed and wounded. After the final retreat of Bragg at Nashville, Captain McClurg was detailed as judge-advocate of a general court-martial, where his industry and ability attracted the attention of General McCook, who detailed him for duty as acting assistant adjutant-general of the corps staff. In this position he served with zeal and ability throughout the arduous campaign which culminated at Chickamauga. When, after this engagement, the army was reorganized, Captain McClurg was assigned to duty as adjutant-general of a division under General Baird, and was soon after invited by General Philip H. Sheridan to take a position on his staff. After General Sheridan was assigned to duty in the eastern army, and began his brilliant career in Virginia, the flattering invitation was again renewed by letter, but Captain McClurg felt it his duty to remain with the command, where he was already in a responsible position, familiar with his duties, and in a way to be useful. As adjutant-general of Baird's division, he served with distinction through the siege of Chattanooga and the battles around that city. In the battle of Mission Ridge, his horse was twice shot under him in the charge upon the ridge, and his gallantry in the action was specially mentioned in the official reports. Shortly after this, and while Sherman's great army was preparing for the Atlanta campaign, Captain McClurg was called from division headquarters to corps headquarters, and was assigned to duty as adjutant-general of the Fourteenth Army Corps, one of the largest and finest corps in the army, until shortly before that time under the command of Major-General George H. Thomas, the corps then being commanded by General John M. Palmer. In this position, Captain McClurg soon became widely known as one of the most capable industrious, and zealous staff officers in the western army; untiring in his activity, he participated in nearly every skirmish and battle of this long and arduous campaign. A month before the fall of Atlanta, General Palmer was relieved, and Major-General Jeff. C. Davis was appointed to the command of the corps. He at once wrote to the Secretary of

War, asking for the promotion of Captain McClurg to the rank of lieutenant-colonel, and based his application upon his long and efficient service, and especially on his distinguished gallantry and valuable services in the battle of Jonesboro', which had just occurred. The promotion was promptly made; and very soon after General Davis created Colonel McClurg chief-of-staff, as a further recognition of his merits and services. In this position he continued until the close of the war, being promoted successively to the brevet rank of colonel and brigadier-general. He received the encouragement of Major-Generals Sherman, Thomas, Davis and others, to apply for a position in the regular army, for which it was thought his qualities peculiarly fitted him; but like so many others, who had rendered valuable services in the field, he preferred to return at once to civil life, carrying with him, as his most valuable possession, a sword inscribed with the names of Perryville, Stone River, Liberty Gap, Chickamauga, Chattanooga, Mission Ridge, Ringgold, Adairsville, Big Shanty, Chattahoochee River, Peach Tree Creek, Atlanta, Jonesboro', March to the Sea, Savannah, Averysboro' and Dentonville—in all of which he had borne an honorable part. Although, like most soldiers, on return to civil life he was without capital, he was offered and accepted a partnership in the old house of S. C. Griggs & Co., in which he remained until, upon the division of that firm, he entered the present well known firm of Jansen, McClurg & Co. His only connection with military affairs since the war has been as the first colonel of the First Regiment Infantry, Illinois National Guards, in the building up, equipping and disciplining of which he rendered several years of good service to this city and State. Under his tutorage, that organization first reached the high degree of efficiency which it has since so handsomely maintained.

LIEUTENANT-COLONEL JOHN A. BROSS, fifth son of Deacon Moses Bross, was born at Milford, Pike Co., Penn., February 21, 1826. After completing a thorough academical course at Chester Academy, Orange Co., N. Y., then taught by his brother William, afterward lieutenant-governor of Illinois, he commenced the study of law at Goshen, N. Y. In 1848, he removed to Chicago, concluded his studies in the office of Hon. Grant Goodrich, and, after serving a short time as assistant United States marshal, devoted himself to the practice of his profession, in which he soon won an honorable position. When recruiting was difficult, and the call of the President for three hundred thousand more volunteers, in July, 1862, seemed to appeal to a deeper feeling than even the first fervor of patriotic impulse, he determined that duty called him, and he raised and offered a company to the Chicago Board of Trade, then recruiting a regiment, which was accepted and became Co. "A," 88th Illinois Infantry. With that regiment he participated in the battles of Perryville, Murfreesboro' and Chickamauga, and the many hard marches and sharp skirmishes of the Murfreesboro', Tullahoma and Chattanooga campaigns. On Governor Yates' call for the recruiting of a colored regiment in Illinois, he entered upon the work with his whole heart, resigning his command in the 88th to assume the formation and discipline of the 29th U. S. Colored troops. Establishing headquarters at Quincy, he entered upon this work, which, under his able management, became a success so far as the proficiency of the men in all soldierly duties was concerned. Owing to the late call for colored troops in the State, many had enlisted elsewhere, and but six companies could be raised. Of these he was commissioned lieutenant-colonel, April 7, 1864, and ordered to join Burnside's (Ninth) corps at Annapolis. The corps having moved toward Petersburg on his arrival, he was ordered to Camp Casey, near Washington, and placed in command of a brigade; with which he moved to the front in June, reaching the army and taking his place in the trenches before Petersburg, June 19. When it was known that the colored division was to make a charge on the works, after the explosion of the mine beneath the principal fort, the 29th Illinois was selected to lead the column, and, with Colonel Bross at their head, gallantly led it. Five color-bearers were shot down, and then the Colonel, seizing the flag, carried it to the top of the works, and planted it on the parapet. When, too late, it was found that all was of no avail and that advance was hopeless, the order was given to retire, and while striving to extricate his faithful and heroic men, who had gallantly followed their beloved leader to the "jaws of death," he was stricken down by a ball, and died without a groan, leaving behind an unsullied name and a record of which his relatives and friends are deservedly proud.

LIEUTENANT-COLONEL GEORGE W. CHANDLER was born in the parish of St. Armand East, Mississippi Co., Canada East, August 27, 1832. He received a good common school education in his native parish, and completed his studies in Vermont, the native State of his mother. He came to Chicago in September, 1855, and entered the banking house of George Smith, where he remained four years, accepting, in 1859, a clerkship in the city comptroller's office, which position he held until the summer of 1862. When President Lincoln, in July, 1862, called for three

hundred thousand volunteers, to serve three years, he solicited and obtained from Governor Yates authority to raise a company for one of the regiments then being recruited by the Board of Trade. With the aid of George A. Sheridan, he finally recruited two companies, and upon their organization was elected captain of the "Kimball Guards"—so named in honor of George M. Kimball, the friend and patron of the company. The company became Co. "C," of the 88th Regiment, and upon the promotion of its first captain, George A. Sheridan was chosen to succeed him. On the organization of the regiment, Captain Chandler was unanimously elected major, and was commissioned as such November 8, to rank September 4, 1862. Major Chandler shared the fortunes of the 88th in camp and on the march, in bivouac and battle; always brave, cheerful and faithful, knowing well how to obey and how to command; winning the respect of his superiors and the love of his subordinates; cool and fearless in action; thoughtful and considerate of his soldiers; a brave, tender, noble man and soldier ever until the last. His appointment by General Rosecrans as the commander of the "Brigade of Honor," which he designed to form after the battle of Stone River, was a compliment well merited,—no less a compliment because the design was not carried out. From Murfreesboro' to Chickamauga, Major Chandler had almost continuous command of the 88th, both the colonel and lieutenant-colonel of the regiment being absent from the field on detached service or from illness. At Chickamauga, he was in the hottest of the fight, and after that battle was promoted lieutenant-colonel. He led the regiment at the storming of Mission Ridge, and escaped unhurt; but, he says, "Had I been killed—and I little expected when near the top of the ridge to escape with my life—I should have died, as I would wish were I to be killed in battle, on the field of duty, fighting for the best Government God ever gave to man." During the coming Atlanta campaign he died, "as he would wish, on the field of duty." During that campaign the Fourth Corps was almost continually in the advance; and the division, heretofore led by Sheridan, did the same good work under Newton. For the charge on the Confederate works at Kennesaw, June 27, 1864, the Fourth Corps was ordered to furnish three brigades. One of these was Kimball's, in which was the 88th Illinois. Lieutenant-Colonel Chandler was shot through the body, while leading his regiment to the charge, and died almost instantly on the field, as he desired. His remains were brought to Chicago, and laid in Bryan Hall, where crowds of sorrowful friends and citizens gathered in honor and remembrance of the true-hearted, brave young man, who had fought his last battle for freedom and for them. The Board of Trade, Mercantile Association, Young Men's Association, and Young Men's Christian Association united in the solemn funeral services on July 7, after which "all that was mortal of him" was taken to Canada for burial with his kindred.

EIGHTY-NINTH ILLINOIS INFANTRY.

THE EIGHTY-NINTH ILLINOIS, OR "RAILROAD," REGIMENT, was organized at Chicago, under the direction and superintendence of the various railroad companies of Illinois, in August 1862, and was composed principally of railroad employes—its organization being under the especial care and supervision of Robert Forsyth, of the Illinois Central Railroad, and W. D. Manchester, of the Lake Shore & Michigan Southern Railroad. Besides these, the following gentlemen were active and earnest in their exertions, in behalf of the organization: Colonel C. G. Hammond, of the Chicago, Burlington & Quincy Railroad; Joseph H. Morse, Pittsburgh & Fort Wayne; A. Bigelow, Michigan Central; Charles S. Tappan, Chicago & North-Western; W. L. St. John, Chicago & Rock Island; S. C. Baldwin, Chicago & Milwaukee; C. C. Wheeler, Chicago, Alton & St. Louis; E. Anthony, Galena & Chicago Union.

Of its officers, as first organized, the following were Chicago men:

Lieutenant-Colonel Charles T. Hotchkiss, formerly lieutenant in National Guards, Chicago, captain in 11th Illinois, and adjutant-general to Major General McClernand, in the Army of the Tennessee; Major Duncan J. Hall, Adjutant Edward F. Bishop, Quartermaster Frederick L. Fake, Second Assistant-Surgeon Herman B. Tappan, Chaplain James H. Dill, Captain Duncan J. Hall, First Lieutenant Edward A. Smith and Second Lieutenant William H. Rice, of Co. "A"; Captain Henry L. Rowell, First Lieu-

tenant Samuel A. Ellis and Second Lieutenant John R. Darcey, of Co. "C"; Captain John W. Spink and First Lieutenant George F. Robinson, of Co. "D"; Captain Herbert M. Blake, First Lieutenant William A. Sampson and Second Lieutenant James A. Jackson, of Co. "K."

Co. "E" was raised at Aurora, Co. "F" at Rock Island, and the other companies in various town of the State.

The following is the regimental roster, as mustered into United States' service, September 4, 1862:

Field and Staff.—Colonel, Captain John Christopher, U. S. A.; Lieutenant-Colonel, Charles T. Hotchkiss; Major, Duncan

C. T. Hotchkiss

J. Hall; Surgeon, S. F. Vance; Assistant-Surgeon, H. B. Tuttle; Adjutant, Edward F. Bishop; Quartermaster, Fred. L. Fake; Chaplain, Rev. J. H. Dill.

Line Officers.—Co. "A" (Scammon Light Infantry): Captain, Edward A. Smith; First Lieutenant, William H. Rice; Second Lieutenant, Jacob N. Hopper. Co. "B" (DuQuoin Company): Captain, Travis O. Spencer (John M. Farquhar, Chicago, promoted captain February, 1863); First Lieutenant, Henry W. Smith; Second Lieutenant, Horace W. Adams. Co. "C" (Milwaukee Railroad Company): Captain, Henry L. Rowell, (James M. Rigney, Chicago, promoted captain December 3, 1863); First Lieutenants, Samuel A. Ellis, John R. Darcey, Chicago, William H. Kinney, Chicago; Second Lieutenant, John R. Darcey. Co. "D": (Forsyth Guards): Captain, John W. Spink (George F. Robinson, Chicago, promoted captain, September 19, 1863); First Lieutenant, George F. Robinson; Second Lieutenant, William D. Clark. Co. "E" (Chicago, Burlington & Quincy): Captain, Bruce H. Kidder; First Lieutenant, John B. Watkins; Second Lieutenant, George W. White. Co. "F": Captain, William D. Williams; First Lieutenant, Ebenezer T. Wells; Second Lieutenant, Laertes F. Dimick. Co. "G": Captain, Thomas Whiting; First Lieutenant, Isaac Copley; Second Lieutenant, William H. Howell. Co. "H" (Kendall Guards): Captain, Henry S. Willett; First Lieutenant, Franklin M. Hobbs; Second Lieutenant, William Harkness. Co. "I" (Amboy Guards): Captain, Samuel C. Comstock; First Lieutenant, William H. Phelps; Second Lieutenant, Jesse Hale. Co. "K" (Galena & Chicago Union): Captain, Herbert M. Blake (William A. Sampson, Chicago, promoted captain August 25, 1862); First Lieutenants, William A. Sampson and James A. Jackson (Chicago); Second Lieutenants, James A. Jackson and Horace K. Greenfield (Chicago).

The 89th receiving orders to report to Louisville, Ky., left Camp E. H. Williams, Chicago, on September 4, and arrived at its destination September 7. General Bragg had then invaded the State, his army being concentrated at Bardstown, with the force of Kirby Smith occupying Lexington. The secession element was jubilant, and the Union people were trembling. Major-General William Nelson had been repulsed at Richmond, and had fallen back to Louisville.

Three days after the arrival of the 89th, Kirby Smith's forces reached Latona Springs, only seven miles from Cincinnati, threatening the invasion of Ohio and Indiana. The regiment, with General Buell's army, moved from Louisville and encamped on the west side of the Kentucky River, opposite Frankfort, on the evening of October 6, arrived at Lawrenceburg on the morning of the 8th, and drove a force of rebel cavalry from the place, and pursued them to "Dog Walk," where, the following morning, it was attacked by a portion of Kirby Smith's force. The 89th was commanded by Lieutenant-Colonel Hotchkiss, Colonel Christopher never having joined the regiment, of which he resigned the command soon after. On the 11th, the Second Div-

vision joined in the pursuit of Bragg to Crab Orchard, and then returned to Bowling Green, arriving on the 31st of October. At that place, Co. "F," Captain William D. Williams, joined the regiment, and a few days later the Second Division moved toward Nashville; there, the 89th was detached from the command, and, with a section of Goodspeed's battery, stationed at Tyre Springs, on the railroad route, where it remained two weeks, re-joining its brigade on November 17, near Nashville.

On the morning of December 26, 1862, Rosecrans's movement upon Murfreesboro' was commenced. The 89th, with Johnson's division, moved from Nashville, and, on the 27th, reached Triune. On the morning of the 29th, the brigades of Generals Kirk and Willich moved towards Murfreesboro', by the Bole Jack road, and on the 30th the line of battle was formed for the anticipated struggle. The brigades of Kirk and Willich formed the extreme right of the Union line—Kirk's facing to the south, and Willich's in a line nearly perpendicular to it, facing east, with Edgerton's battery at the angle formed by the two brigades. The dawn of the morning of the 31st saw the overwhelming attack of the enemy on the right, the brave defense of Kirk, his sad repulse, the capture of the Union batteries, and the general disaster that befell McCook's corps.

Willich's picket-line was attacked early in the morning, while he was absent; and as he was hurrying back to his brigade, his horse was shot, he was made prisoner, and his command left without either brigade or division commander. When the picket-line was attacked, the 39th Indiana rushed forward to its support, but, with the other advanced regiments and Goodspeed's battery, was driven back in confusion, leaving the 49th Ohio and 89th Illinois exposed to a direct cross fire from the advancing enemy. The 89th fell back about four hundred yards, when the companies of Captains Willett, Whiting and Comstock, with Co. "F," under command of Lieutenant Wells, were re-formed and posted in a lane, where they made a brief stand, and were then ordered by Colonel Hotchkiss about five hundred yards farther to the left, where they joined Captains Rowell's and Blake's companies, which were posted in the woods bordering a small creek. There they made another stand, and succeeded in temporarily checking the rebel advance in their immediate front. Captain Henry S. Willett, of Co. "H," was there killed. The regiment soon after was joined by other portions of the brigade, and all, under command of Colonel Hotchkiss, took a position in the woods near the Wilkinson turnpike, and for a time checked the advance of the rebels over the open field in its front. Colonel Wallace, of the 15th Ohio, as senior officer, assumed command of the brigade at this juncture; and in obedience to his order, Colonel Hotchkiss still further retired his regiment to Rousseau's reserve division. On the night of Friday, under command of Captain Williams, of Co. "F," it served as infantry support to Stoke's (Chicago Board-of-Trade) battery, guarding the ford over Stone River, while Negley's troops charged Breckenridge, in the closing engagement of the battle. Sergeant-Major John M. Farquhar, of Chicago, and First Sergeant Erastus O. Young, Co. "A," were both promoted for bravery manifested during this engagement.

Among the killed were Corporal William H. Litsey, Co. "H"; privates James Nichols, Co. "E"; Moses Beaver and Elijah Yonlin, Co. "F"; Dewitt C. Scudder, George W. Murray, David H. Bester, Co. "G"; Henry Huggins, Co. "H"; William Holden, Co. "I." Fifty-five of the regiment were wounded. Major Hall was

captured and taken to Fortress Monroe, where he remained until spring, when he was exchanged and returned to the regiment. Total loss in killed, wounded and missing, one hundred and forty-nine.

After this battle, the 89th Illinois and the 32d Indiana were placed in the front line of Willich's brigade, and with it went into camp on the Shelbyville turnpike, south of Murfreesboro'.

On the 7th of January 1863, Colonel Christopher resigned, and Lieutenant-Colonel Hotchkiss was promoted colonel. The enlisted men of the regiment (which Colonel Gibson, brigade commander during General Willich's imprisonment, pronounced, "by all odds, the best for its age in the service,") presented Colonel Hotchkiss an elegant sword, through Bryan O'Connor, as a mark of their appreciation and esteem. Major Duncan J. Hall, who was taken prisoner at Murfreesboro', was promoted to lieutenant-colonel, and Captain William D. Williams, of Co. "F," to be major.

Rev. James H. Dill of Chicago, chaplain of the regiment, formerly pastor of the South Congregational Church, and the "Puritan" correspondent of the New York Independent, died January 14, 1863, on board the "Lady Franklin" while on his way back from Chicago to re-join his regiment, which he had been obliged to temporarily leave on account of sickness. On learning that his "boys" had been engaged in action, he started for the front before he was able, and died of typhoid fever before he could reach them. Captain Travis O. Spencer, of Co. "B," accepted the chaplaincy. John M. Farquhar, of Chicago, was promoted captain of Co. "B," and William H. Rice, of Chicago, was promoted captain of Co. "A," in place of Captain E. A. Smith, resigned.

After the capture of General Willich at Stone River, the First Brigade was temporarily under the command of General William H. Gibson. General Willich was liberated, and re-joined his command April 14, 1863.

The advance of Rosecrans's army from Murfreesboro' toward Tullahoma commenced on June 24. General Johnson's division, Willich's brigade leading the column, marched from Murfreesboro' by the Shelbyville pike, and turned toward Old Millersburg to the left, reaching that place about noon. Colonel T. J. Harrison, of the 39th Indiana, with a force of mounted-infantry was thrown forward toward the cannon in the front, to reconnoitre, and on his reporting a strong force of the enemy posted in front of Liberty Gap, General Willich's brigade was ordered forward to his support. The 15th Ohio, supported by the 89th Illinois, was deployed to the right, and the 49th Ohio, supported by the 32d Indiana, to the left of the road, with Goodspeed's battery in reserve. In this order the brigade advanced, the rebel skirmishers falling back upon their main force, which was posted along the crest of hills forming the northern entrance to the gap. As it would almost certainly involve a terrible sacrifice of life to attempt to carry those heights by direct attack, General Johnson determined to flank the position, and ordered forward a portion of John F. Miller's brigade to support Willich. The command then moved forward, the line so extended as to outflank the position of the enemy, and, firing, as it advanced, with coolness and deliberation, ascended the heights and completely routed the rebels from their chosen position, before the arrival of the reserve regiments. These were now advanced to the gap, and the enemy pursued about a mile, after which the advanced brigades were relieved by other troops of the division, and before night the Federal picket-line was established at the southern entrance of the gap.

All through this day, and through the night, the rain poured continuously, but the men were so exhausted after the march and struggle for the entrance of the gap that they slept on the wet ground, rolled in their blankets, till the morning of the 25th brought renewal of the strife. On that morning, Willich's brigade was again ordered to the front, to relieve Baldwin's at the picket line. In the new line, the 89th Illinois formed the right and the 32d Indiana the left, with the 15th and 49th Ohio in reserve. About noon, a strong line of rebel skirmishers descended the hill, crossed the creek, and advanced to the foot of the hill on which the 89th Illinois and 32d Indiana were posted, but were driven back, after a sharp contest of about half an hour, to the shelter of the timber along the edge of the creek. In less than an hour, the whole rebel left, heavily reinforced, with supporting companies and a line of reserves, and supported also by a battery on the hill, charged across the valley and up the hill, to within about twenty yards of the position of the two Union regiments, which quietly prepared to receive the shock. The weight of the rebel onset was directed against the center of the line, comprising the left of the 89th Illinois and the right of the 32d Indiana.

The regiments bravely held their position. The supporting companies rallied to their assistance, and for about twenty minutes a fierce and cruel contest was waged, the rebels being determined to force the Union line and occupy its position on the hill. That position was the key to the southern entrance to the gap, and, once in the enemy's possession, the Federal force could be driven back through the defile. To this end, repeated attacks were made on the position, but each time the rebels were driven back with heavy loss. To support the Union regiments, Goodspeed's and an Ohio battery were hurried forward. The enemy, also, received reinforcements and added batteries, and their attacks grew more and more furious and stubborn. At this juncture, Captain Bruce H. Kidder, of Co. "E," 89th Illinois, discovered two rebel infantry companies moving toward the right of his regiment, with the apparent intention of attacking it on that flank. He immediately moved his command, under cover of the crest of the hill, still farther to the right, and to a position about two hundred yards in advance of the main line of battle. There, sheltered by a fence, he awaited the approach of the rebels, until they were within forty yards of his ambush, when he gave the order to fire. The advancing companies recoiled before the well-aimed and fatal volleys, and fled wildly to the shelter of the wooded hills behind them, leaving eight dead and thirty wounded of their attacking party. As the ammunition of the two brave regiments, so long and hotly engaged, began to fail, the 15th Ohio was ordered to their support. With the aid of this regiment, one more determined effort of the enemy to plant his flag on the hill was repulsed with the most heroic bravery. During this last struggle, Captain Herbert Blake, of Co. "E," a citizen of Chicago, and a brave and Christian officer, fell, mortally wounded. George Sinclair, Chicago, of Co. "C," was also killed there.

A charge on the rebel position was finally made by the reserve regiment of the brigade, under command of Colonel Gibson, and Miller's brigade was ordered to the front to relieve the regiments which had, since morning, borne the brunt of the conflict. As the 89th Illinois was withdrawing, the enemy, construing it into a retreat, attempted once more to seize the position, but the regiment faced about, dashed down the hill, and,

with their last remaining cartridges, charged the advancing rebels and drove them back across the field.

The charge of the Federal troops was successful, and the enemy was finally driven from the hill which he had fortified, and retreated toward Bellbuckle. Henry M. Cist, in his history of the Army of the Cumberland, says the fighting at Liberty Gap was the "most severe of the Tullahoma campaign," and among the brave and determined regiments that so worthily bore their part in that struggle, none had a fairer, or more heroic, record than the 89th Illinois.

The regiment remained at Liberty Gap until the 27th, when it marched to Manchester, and remained there until July 1, when it moved to Tullahoma, and remained until August 16, and then it marched to, and encamped at, the foot of Lookout Mountain, on September 2. On the 10th, McCook's troops crossed the mountains to Alpine, Ga., the extreme right of the Union line. On the 12th, McCook was ordered to join General Thomas at once. On the night of the 17th, he closed up on Thomas's right, at Chickamauga Creek, Johnson's division being the right of McCook's corps, which was still the extreme right of the Federal line.

On the morning of the 19th, McCook was ordered to send Johnson's and Davis's divisions to the left, to support Thomas. Brannon, of Thomas's corps, had been driven back, and Baird, to his right, was giving way, when Johnson's division moved to his support. It formed on Baird's right, with Willich's brigade holding the center, Dodge's brigade the right, and Baldwin's the left. Willich's brigade formed in two lines, the 89th Illinois on the right of the second line, in support of the 32d Indiana.

Baldwin's brigade, to the left, was first engaged, and then the center held by Willich. He had sent forward a line of skirmishers, who soon needed the reinforcement of their reserve companies in order to hold the advanced line. Willich moved his brigade forward in line-of-battle, and prepared to receive the onset of the advancing rebels. Their repeated charges were bravely and successfully repulsed, when they succeeded in planting a battery in front of the brigade, and, at close range, threw grape and canister into its ranks. A section of Goodspeed's battery, which was attached to the brigade, opened upon the enemy's guns, which the 89th Illinois and the 32d Indiana were ordered to charge.

Rushing forward at the call of the bugle, with a cheer, the regiments drove back the rebels about a hundred yards, who then faced about and rallied round their battery, determined to hold it to the last extremity. Moving steadily forward until they could almost touch their foes, the two regiments stood there and fought until the rebels were forced to fall back. Then making a headlong bayonet charge they captured all of the battery except one gun, which the enemy succeeded in drawing off by hand. A portion of the 89th, in their zeal to capture this gun also, pressed forward to a dangerous distance in advance of the brigade; but the line being re-formed, the whole command advanced about thirty yards, which position the division held about two hours. The division then occupied an advanced position at the extreme left of the line, with no support on either flank—Turchin's brigade on the right being three-quarters of a mile distant. So isolated and advanced a position could not be held through the night, and at the expiration of two hours, or at about sundown, not receiving reinforcements, orders were given for the command to fall back. Just at this time, the enemy, reinforced with fresh troops, made his second

attack, striking, as before, the left of the division first, and attacking in quick succession Baldwin, Willich and Dodge. Willich's brigade received the rebels, as they struck its columns in their first furious charge, with a volley that sent them reeling back, but only to renew the attack with increased numbers and increased violence. The men of the brigade fought bravely, and the officers encouraged them by word and example, but the weight of numbers was too great, and it was forced back, leaving its dead and wounded in the hands of the enemy. It re-formed once more in rear of its former position, and, aided by the guns of its battery, finally caused the enemy to retire for the night.

During the night of the 19th, Rosecrans's army fell back to a new position. In this, Johnson's division was the third from the left, joining Baird on the left and Palmer on the right. During the night the men erected a rude breastwork in front of their line, which greatly sheltered the troops the following day. As the rebels were forcing back the troops to the left, the 89th Illinois was detached from the brigade to support Goodspeed's battery, one brigade of the division having previously been sent to support Baird. As this division fell back, the enemy rushed upon the flank and rear of the few troops of Johnson's division, but was held in check by them, aided by the well-directed fire of the battery, which was most ably supported by the 89th, until other troops, re-formed from Baird's command, rallied to their assistance, and the rebels were first driven back, and then, by a determined charge, completely routed. This attack on the extreme Union left was made by Suddell's division, which was finally driven by Turchin far beyond Baird's position. Willich's and King's brigades, afterward joined by Turchin's, were posted on the La Fayette road, on the withdrawal of the Federal troops to Rossville, to cover the movement, Willich's brigade acting as rear guard of the army. As Johnson's division was withdrawing, the 89th, still supporting Goodspeed's battery, was attacked by a force under L. E. Polk. The regiment fought bravely in support of its battery, but, before it was safe, Lieutenant-Colonel Duncan J. Hall, of Chicago, formerly Captain of Co. "A" of the 89th, and a young, brave and promising officer, had given his life in its defense, with his last breath urging his regiment to stand true to their country and their flag. Captains William H. Rice, of Co. "A," son of ex-Mayor John B. Rice, of Chicago; John W. Spink, of Co. "D"; and Thomas Whiting, of Co. "G," were killed at Chickamauga, and Lieutenant Amory P. Ellis, of Co. "B," was mortally wounded; Adjutant E. A. Bishop, Captain J. M. Farquhar, and Lieutenants J. W. Warren and John R. Darcey, were wounded, and Lieutenant H. W. Adams was taken prisoner. Willich's brigade was the last body of organized Federal troops to leave the field.

On the 22d of September, the army reached Chattanooga, and was at once set to work throwing up fortifications, which were so far completed early in October as to allow a brief rest to the troops.

The army of the Cumberland was reorganized October 20, and Willich's brigade, consolidated with Martin's, formerly of Davis's division, was designated the First Brigade, Third Division (Brigadier-General T. J. Wood), Fourth Army Corps, and was stationed on the left of Granger's line, resting against Fort Wood, and fronting Orchard Knob and Mission Ridge. Orchard Knob was a low fortified hill, about three-fourths of a mile beyond the Federal intrenchments, and formed the enemy's first line of defense.

The first aggressive movement of our army at Chat-

tanooga, was an attack on this position, by Wood's and Sheridan's divisions, on the afternoon of November 23. The division moved out on the plain in front of the breastworks, about two o'clock p. m., and, with Willich's brigade advanced as a skirmish line, moved forward. Advancing rapidly across the open field, in plain sight of the rebel army on Lookout and Missionary Ridge, the skirmish-line drove the pickets to their intrenchments, and the divisions coming up, they were driven to their second line of rifle-pits, and finally sent in full retreat to the rear, leaving two hundred prisoners behind. Temporary breastworks were thrown up that night, and a larger force sent forward to maintain the position gained. It was then occupied by Bridge's (Chicago) battery; and Grant and Thomas established headquarters there, with a signal station, by which they could communicate with every portion of the army.

The 89th, with the brigade, remained at Orchard Knob until November 25, when the order was given for the attack upon Mission Ridge. The movement commenced at three o'clock p. m., at a signal of six guns, fired, in rapid succession, from Bridge's battery, at Orchard Knob. Wood's division was formed directly in front of the Knob, with Baird on the left and Sheridan on the right. Willich's brigade occupied the center of the division. In front of the lines was, first, a broken country, covered with dense woods; then an abrupt rise of ground, terminated by a narrow plateau, on which the enemy had located his camp. Beyond this rose Mission Ridge, its summit bristling with batteries, and strengthened with breastworks. Lines of rifle-pits were to be carried, before its summit could be gained. At the signal, the troops swept forward, advancing steadily through the woods, and across the open field in front of the enemy's intrenchments at the foot of the ridge, each command striving to first reach the enemy. The first line was captured at the point of the bayonet, and the routed rebels thrown back on their reserves, killed or taken prisoners. Hardly stopping to re-form, or for an order, the Union troops grimly charged up the steep and rugged ascent, and, without wavering or halting, at last, with loud hurrahs, gained the crest, and routed the enemy from his last position. Willich's brigade charged up the hill at a point where the ridge was formed like a horseshoe, the Federal troops occupying the interior. Batteries to the right and left, and in front, poured upon them a terrific fire; but, with Hazen's brigade to the right, and Beatty's to the left, it reached the top with the foremost, and planted its colors on the crest. The enemy held their ground at this point, until the brigade was less than a dozen yards from their breastworks, when they broke, in wild confusion, and fled, in panic, down the opposite slope of the ridge.

A portion of the brigade pursued them for nearly a mile, capturing, and hauling back, several pieces of artillery which they were trying to carry off. Among those of the 89th Illinois killed at Mission Ridge were Lieutenant E. D. Young, of Co. "A," and Captain Henry L. Rowell, of Co. "C," both brave and gallant officers, the latter from Chicago.

Willich's brigade occupied the summit of Mission Ridge until the 26th, when it went to Chattanooga, where it remained until it moved to Knoxville, arriving there December 7.

In the Atlanta campaign, the 89th Illinois formed a part of the First Brigade (commanded by Willich), Third division (General Wood), Fourth Army Corps (General Howard). The division occupied Tunnel Hill on May 7, and was ordered, with the First Division, to

make a demonstration against Rocky Face Ridge on the following morning. They succeeded in gaining the summit of the ridge, and afterward joined in the pursuit of Johnston's army to Resaca, where it arrived on the 14th. In the operations against Resaca, General Willich was seriously wounded by a rebel sharpshooter, and was unable to re-join his brigade, during the campaign, the command of which devolved on Colonel William H. Gibson, of the 49th Ohio. During the night of the 15th, Johnston evacuated Resaca, and retreated south of the Oostenaula.

The 89th joined in the pursuit and in the subsequent engagement near New Hope Church, where it was engaged in the attack. The attacking column moved forward at half-past four. Hazen's brigade fought in front of the enemy's works nearly an hour, and until its ammunition was exhausted, when the First Brigade was ordered to its relief. The brigade rushed forward to the attack, gaining a position so near the breastworks that the men fell within ten feet of them. The 89th Illinois, 15th Wisconsin, and 49th Ohio, fought there two and one-half hours, renewing the assault four times, but were at last forced to retire to shelter from the enfilading fire of three batteries, which cut them down in the trenches they had so boldly carried. The Third Brigade was then ordered forward, not to renew the assault, but simply to hold the ground, that the dead and wounded might be recovered. The conflict raged furiously from the first attack, at half-past four, until seven, and did not cease until ten at night. The loss was terrible. The 89th Illinois lost one hundred and fifty-six officers and men; Willich's entire brigade (commanded by Gibson), one thousand and eighty-three; Hazen's, eight hundred and ten; Beatty's (commanded by Knefler), four hundred and one. Among the officers wounded in the 89th Illinois were Captain Dimick and Lieutenant Arenschild, of Co. "F"; Captain Samuel Comstock, of Co. "I"; and Lieutenant H. C. Wood, of Co. "C."

During the night of the 27th, the First Brigade intrenched itself about three hundred yards from the enemy's works, and occupied that position until the works were evacuated, on the night of June 4. On June 6, the division moved, with the rest of the Fourth Corps, to the neighborhood of Mount Morris Church, where it remained in camp until the 10th, when it moved to Pine Top Knob, which position was evacuated by the enemy on the 14th, who, on the 16th, fell back toward Kenesaw Mountain. Wood's division reached Kenesaw June 19. On the 21st, in an attack on an advanced position of the enemy, in which a part of Gibson's brigade was engaged, Captain William Harkness, of Co. "A" (formerly Lieutenant of Co. "H") was killed, and Lieutenant O. C. Pease, of Co. "E," wounded. Johnston evacuated his fortifications at Kenesaw, on the night of the 2d of July, and the following day the pursuit was renewed. On the 12th, the brigade crossed the Chattahoochee River, at Pace's Ferry, and went into camp on the south bank, where it remained until the 17th, when, with the rest of the division, it marched three miles down the river, to cover the laying of a bridge, for the passage of the Fourteenth Corps, returning to camp at night. On the 18th, it advanced to Buckhead, and, with the Third Brigade, made a reconnaissance to Peach Tree Creek the following day, when it was found that the enemy had burned the bridge over the stream, and was intrenched on the southern bank. The two brigades effected the crossing of the creek, in the face of the enemy, on the 20th, and intrenched on the southern side. Lieutenant Nathaniel

Street, of Co. "D," 89th Illinois, received a fatal wound during the passage. On July 22, the division reached Atlanta, and intrenched a position within five hundred yards of the enemy's main works; which it occupied until the 25th of August, when, with the other troops, it withdrew to participate in the flank movement, eventuating in the evacuation of the city by Hood. On the 29th, the regiment took part in the destruction of the West Point Railroad, and, on the 1st of September, arrived before Jonesboro', in time to join in the pursuit of the enemy the following day. The Atlanta campaign ended on the 2d of September, and, on the 5th, the 89th Illinois, with its division, went into camp, about four miles from Atlanta, where it remained until October. From the 24th of August, when Colonel Gibson's term of service expired, until the close of the Atlanta campaign, the First Brigade was under the command of Colonel Hotchkiss.

Leaving Atlanta, October 2d, with the Fourth Corps, commanded by General Stanley, the 89th moved north in pursuit of Hood, who was retreating toward the Tennessee River.

The First Brigade, again commanded by Colonel John A. Martin, of the 8th Kansas, reached Kenesaw just in time to see the smoke of the conflict at Allatoona, and thence, passing over the mountains and through Kingston, Rome, and Resaca, reached Rocky Face on the 15th. On the 30th, the command reached Chattanooga, and thence moved to Pulaski, Tenn.; where Colonel A. D. Streight took command of the brigade. The 89th Illinois then participated in the engagements at Columbia and Franklin, on the route to Nashville, which it reached on December 1. On December 15, Streight's brigade moved into line, and, in conjunction with the Second (Colonel P. S. Post), was ordered to make an assault on Montgomery Hill, a strong position, about three hundred yards from the advanced Union line. The charge was made and the works captured, the brigade commander reporting that "the only unsettled question, for the time, seemed to be who, among our officers, should reach the works first."

On the 16th, an advance on the main works of the rebels was made by Post's brigade, which, supported by Streight's, charged Overton Hill, the enemy being driven toward Brentwood. In the engagements before Nashville, the 89th lost thirty-nine in killed and wounded. Lieutenant P. G. Taite, of Co. "G," was killed, Major B. H. Kidder and Lieutenant E. P. Walker, of Co. "A," were wounded.

The regiment participated in the pursuit of Hood's army to the Tennessee, and thence marched to Huntsville, Ala., where it remained in camp until February, 1865, when, with Colonel Hotchkiss still in command, it again returned to East Tennessee, and remained in that section until Lee's surrender. It then proceeded to Nashville, where it was mustered out of United States service June 10, 1865, and left that city, the same day, for Chicago. It arrived in the latter city June 12, and the following day received a public reception, with the 88th Illinois, by the Board of Trade and Railroad companies of the city. Colonel Hotchkiss, in response to congratulatory speeches, briefly said:

"The 89th left Chicago at the same time as the 88th, or three years ago, nine hundred strong. It has been recruited up to one thousand four hundred; that is, that number have been enrolled under its banner. It has lost by casualties very largely, and we return now with three hundred men, two hundred others being in the field (transferred to the 59th Illinois). The balance have been lost. Among the lost is one lieutenant-colonel, seven captains, four lieutenants and over seven hundred men. Our history is written

on the head-boards of rudely-made graves, from Stone River to Atlanta. Such a record we feel proud of."

Following is the return roster of the regiment, and the names of officers killed in action:

RETURN ROSTER.—Colonel, Charles T. Hotchkiss, brevet brigadier-general; Lieutenant-Colonel, William D. Williams; Major, John M. Farquhar; Surgeon, Herman B. Tuttle; Assistant Surgeon, Pembroke R. Thombs; Adjutant, Jere. M. Grosh; Quartermaster, George W. Deering; Sergeant-Major, A. E. Burneson.

Co. "A": Captain, Edwin P. Walker; First Lieutenant, Bryan O'Connor. Co. "B": Captain, Hardin C. Wood. Co. "C": Captain, James M. Rigney; First Lieutenant, William H. Kinney. Co. "D": Captain, George F. Robinson; First Lieutenant, Alexander Beecher. Co. "E": Captain, John W. Warren; First Lieutenant, Robert Miller; Second Lieutenant, Oscar C. Pease. Co. "F": Captain, James F. Copp; First Lieutenant, Charles J. Arenschild. Co. "G": Captain, William H. Howell; First Lieutenant, John W. Sweckard. Co. "H": Captain, John A. Beeman; First Lieutenant, Aaron H. Boomer. Co. "I": Captain, William H. Phelps; First Lieutenant, Charles M. Carnahan. Co. "K": Captain, William A. Sampson; First Lieutenant, James A. Jackson; Second Lieutenant, Horace G. Greenfield.

The following officers of the 89th Illinois were either killed in, or died of wounds received in, action: Lieutenant-Colonel Duncan J. Hall, killed at Chickamauga, September 20, 1863; Captain Henry S. Willett, Co. "H," at Stone River, December 31, 1862; Captain Herbert M. Blake, Co. "K," at Liberty Gap, January 25, 1863; Captains William H. Rice, Co. "A," John W. Spink, Co. "D," and Thomas Whiting, Co. "G," at Chickamauga, September 19-20, 1863; Captain Henry L. Rowell, Co. "C," died December 3, 1863, of wounds received at Mission Ridge November 25, 1863; Captain William Harkness, Co. "A," killed in action at Kenasaw, June 21, 1864; Lieutenant Amory T. Ellis, Co. "B," died October 6, 1863, of wounds received at Chickamauga, September 19, 1863; Lieutenant Erastus O. Young, Co. "A," killed at Mission Ridge November 25, 1863; Lieutenant Nathan Street, Co. "D," killed at Atlanta August 6, 1864; Lieutenant Peter G. Taite, Co. "G," killed at Nashville December 16, 1864.

GENERAL CHARLES TRUMAN HOTCHKISS is a native of the State of New York, born in the town of Virgil, Cortland Co., May 3, 1832. He is the eldest son of Sylvester Wolcott and Mercy (Comfort) Hotchkiss, who, in 1834, removed to the territory of Michigan, settling on a farm in Calhoun County, near the present village of Homer. There Charles was reared, receiving an academic education at the Albion Seminary, until he had reached his sixteenth year. At that time, instead of entering college, as had been planned, he conceived the idea of studying telegraphy, and went to Wisconsin for that purpose; and, in 1850, came to Chicago, following that occupation here for some three years. In 1853, he entered the service of the old Galena & Chicago Union Railroad, when its western terminus was at Rockford, Ill., and subsequently became the freight agent for the road at this city. In 1857, he resigned this position to engage in business for himself, contracting and building bridges, docks, dredging and harbor work, and also in the lumber trade with his father, under the firm name of S. W. Hotchkiss & Son. He was thus employed until the breaking out of the Rebellion, in 1861. Under President Lincoln's first call for seventy-five thousand troops, issued in April of that year, Mr. Hotchkiss entered the three months' service, as first lieutenant and regimental adjutant of the 11th Illinois Volunteers, commanded by Colonel W. H. L. Wallace. At the re-enlistment of that regiment for the three years' service, in July, 1861, Lieutenant Hotchkiss was made a captain, and assigned to duty as assistant adjutant-general of the brigade commanded by Colonel Wallace, and participated in the battle of Belmont, Mo., the capture of Fort Henry, and the battle and capture of Fort Donelson. In April, 1862, he was assigned to duty as assistant adjutant-general on the staff of Brigadier-General W. H. L. Wallace, who commanded the Second Division of General Grant's army at the battle of Shiloh, in which memorable conflict he also lost his life. Following the death of General Wallace, Captain Hotchkiss was transferred to the staff of Major-General John A. McClelland, and assigned to duty as adjutant-general of the Reserve Corps, in General Halleck's command, consisting of the armies of the Tennessee, under Grant, the Ohio, under Buell, and the Mississippi, the latter under command of General Pope, and was with their forces in the advance on Corinth from Pittsburg Landing. In September, 1862, he was called from the front and appointed lieutenant-colonel, placed in command of, and took to the field, the 89th Illinois Infantry. On assuming command, he at once joined General Buell's army, at Louisville, Ky., and in January, 1863, was promoted to the colonelcy, commanding the 89th in all the battles fought by the Army of the Cumberland, with the exception of ten

months, during which he commanded the First Brigade, Third Division, Fourth Army Corps, of that army, to which his regiment also belonged. During that time he participated in the battles of Perryville, Stone River, Liberty Gap, Chickamauga, Orchard Knob, Lookout Mountain, Mission Ridge, the campaign in East Tennessee, during the winter of 1863-64, and in all of the engagements of the one hundred and twenty days of the Atlanta campaign, from Chattanooga, beginning with the action at Rocky Face Ridge, May 9 and 12, and closing with the battle of Jonesboro', fought September 1, and the occupation of Atlanta, September 8, 1864. He was also in the skirmish of Spring Hill, November 25, the battle of Franklin, November 30, and the battle of Nashville, December 15-16, 1864, the defeat of General Hood's army, and the final overthrow of the Rebellion in the West. March 13, 1865, Colonel Hotchkiss was promoted to the rank of brigadier-general, United States Volunteers, by brevet, "for gallant and meritorious services rendered during the war," which rank he still held at the date of his being mustered out of the service, June 10 of that year. Returning to his home in this city, General Hotchkiss again entered into business life, but, in August, 1866, was appointed to the position of United States Pension Agent at Chicago, which office he held until May 1, 1869. In the fall of that year, he became prominently identified with the citizens' reform movement, on which ticket he was elected city clerk, holding the position two terms, being re-elected on the famous fire-proof ticket which was placed in the field after the fire of 1871. Retiring, in 1873, from an office, the duties of which he had discharged to the entire satisfaction of the people of Chicago, General Hotchkiss engaged in the contracting business until 1880, when he became the proprietor of St. Caroline's Court Hotel, which he still conducts. General Hotchkiss married, December 10, 1855, Miss Frances E. Dye, daughter of Nathan Dye, an old and well known citizen of Chicago. They have one son, their only child, William D. Hotchkiss, who is now a civil engineer, and employed in the engineering department of the city of Chicago.

LIEUTENANT-COLONEL DUNCAN J. HALL, son of Amos T. Hall, of Chicago, was born in Detroit, Mich., September 15, 1838. He was educated at Urbana University, Champaign Co., Ohio, and came to Chicago with his father's family in 1855. After reading law in the office of Walker, Van Arman & Dexter, he was admitted to the Bar in 1861. He exhibited a peculiar aptitude and fondness for legal studies, which, joined to his remarkable industry and perseverance, would undoubtedly have secured to him a high rank in his profession had not his patriotic feelings induced him to enter the army. Early in 1861 he joined the Scammon Guards, to learn military tactics; and when the proclamation for three hundred thousand volunteers was published, he enlisted in a company then forming, and was elected its captain. On the incorporation of his company with the 89th Illinois, he was elected major of the regiment, and from the time it entered active service until December, 1863, was acting lieutenant-colonel. At the battle of Murfreesboro', he was taken prisoner and carried to Atlanta, where he remained ten weeks, and was thence removed to Libby prison, and remained until April, 1863, when he was exchanged, and re-joined his regiment at Murfreesboro'. He was then promoted lieutenant-colonel, his commission dating January 7, 1863. He participated with the regiment in the engagement at Liberty Gap, and in the two days' battle at Chickamauga, being killed as the Federal forces were withdrawing from the field on the 20th of September, 1863. He lived only about two hours after he was wounded, dying on the field of battle.

NINETIETH ILLINOIS INFANTRY.

THE NINETIETH ILLINOIS was organized at a meeting held at St. Patrick's Church, August 8, 1862, of which Reverend Father Dunne was chairman and James W. Sheahan secretary. During the preceding months, Father Dunne had conspicuously exerted himself in raising the regiment, and, at this meeting, he was, by acclamation, elected its temporary colonel, the regiment being long known as Father Dunne's Regiment. It was christened the "Irish Legion," and mustered into service September 22, 1862, under the following officers:

Field and Staff.—Colonel, Timothy O'Meara; Lieutenant-Colonel, Smith McCleavy; Major, Owen Stuart; Adjutant, Edwin S. Davis; Quartermaster, Redmond Sheridan; Surgeon, Henry Strong; First Assistant Surgeon, John B. Davidson; Chaplain, Thomas F. Kelley.

Line Officers.—Co. "A": Captain, Patrick Flynn; First Lieutenant, James Conway; Second Lieutenant, Daniel Corcoran. Co.

"B": Captain, Michael W. Murphy; First Lieutenant, Thomas Gray; Second Lieutenant, Charles Billingle. Co. "C": Captain Patrick O'Marah; First Lieutenant, John C. Harrington; Second Lieutenant, Thomas Murray. Co. "D": Captain, David O'Conner; First Lieutenant, John W. Kelley; Second Lieutenant, Peter O'Brine. Co. "E": Captain, Matthew Leonard; First Lieutenant, John McAssey; Second Lieutenant, Lawrence S. McCarthy. Co. "F": Captain, Richard C. Kelley; First Lieutenant, Patrick Feeney; Second Lieutenant, William White. Co. "G": Captain, John Murphy; First Lieutenant, David Duffy; Second Lieutenant, Patrick Campion. Co. "H": Captain, Peter Casey; First Lieutenant, Andrew Liddle; Second Lieutenant, George W. McDonald. Co. "I": Captain, William Cunningham; First Lieutenant, Joseph Teahon; Second Lieutenant, John J. O'Leary. Co. "K": Captain, Thomas K. Barrett; First Lieutenant, Peter Real; Second Lieutenant, John Larkin.

On September 27, the "Irish Legion" left Camp Douglas, nine hundred and eighty strong, for LaGrange, Tenn., whence it was sent, after four days' stay, to Garrison Coldwater, Miss. There it had a skirmish, December 20, with Van Dorn's cavalry, in which the latter was repulsed. The 90th was then withdrawn to LaGrange, where, on March 3, 1863, it was assigned to Colonel John M. Loomis's brigade, which was composed of the 26th and 90th Illinois and the 12th and 100th Indiana.

On March 8, the brigade marched to Colliersville, Tenn., and then, on June 7, left for Memphis. On the following day, the brigade embarked for Haines's Bluff, on the Yazoo; there joined Sherman's forces, and remained in the vicinity of Vicksburg until its surrender.

On July 4, the 90th, with Ewing's division, pursued Johnston's retreating forces toward Jackson, returning from there to Vicksburg, where it embarked for Memphis. It then left Memphis, October 11, and took part in the defense of Colliersville.

In the attack on Tunnel Hill, near Mission Ridge, November 25, Loomis's brigade occupied the extreme right of the line, fighting its way along the western base of Mission Ridge, until it reached the railroad tunnel and embankment. Two brigades sent to its support were outflanked and driven back, but this, which formed the main attacking column on the western side, kept straight on in the face of the concentrated fire of artillery and musketry from the ridge in front, and drove the enemy to the shelter of the ravine beyond. In General Sherman's words, the brigade "engaged in a close struggle all day, persistently, stubbornly and well." At about four o'clock, some of the guns which had been concentrated at the north end of the ridge, were withdrawn, or turned in an opposite direction against the boys of the Cumberland, who were now assaulting the center of Mission Ridge, and before night Tunnel Hill was entirely abandoned by the Confederates. In the assault on this position, Colonel Timothy O'Meara, of

Timothy O'Meara

the 90th Illinois, was killed, Lieutenant-Colonel Stuart was so badly wounded that for months his life hung by a thread, and Major Patrick Flynn was seriously wounded. The total loss of the regiment was one hundred and forty-three, killed, wounded and missing.

On the 26th, the regiment, with Sherman's forces, started in pursuit of Bragg, following him through the Chickamauga Valley, and, via Greysville, to Charleston, on the Hiwassee River, where the division was ordered to proceed to Knoxville to relieve Burnside. Knoxville was eighty four miles distant, and the soldiers were half-clad, their shoes worn out, they were without ra-

tions, and the weather was cold and stormy. Still they cheerfully pressed on, moving from Charleston, on December 2, and reaching Marysville on the 5th, where tidings were received of Longstreet's retreat, and Ewing's division was ordered to return to Athens, whence it marched to Chattanooga, by way of Cleveland. General Sherman, speaking of the troops accompanying him from the Mississippi to Chattanooga, and especially of the Fifteenth Corps, says:

"In reviewing the facts, I must do justice to my command for the patience, cheerfulness and courage which officers and men have displayed throughout, in battle, on the march, and in camp. For long periods, without regular rations or supplies of any kind, they have marched through mud and over rocks, sometimes barefooted, without a murmur, without a moment's rest. After a march of over four thousand miles, without a stop for three successive nights, we crossed the Tennessee, fought our part of the battle of Chattanooga, pursued the enemy out of Tennessee, and then turned more than one hundred miles north, and compelled Longstreet to raise the siege of Knoxville, which gave so much anxiety to the whole country. * * * I can not speak of the Fifteenth Army Corps without a seeming vanity, but, as I am no longer its commander, I assert that there is no better body of soldiers in America than it, or who have done more or better service."

The regiment went into winter quarters at Scottsboro, Ala., and in the reorganization of the army for the Atlanta campaign, in the spring of 1864, was assigned to the First Brigade (Colonel Reuben Williams), Fourth Division (General William Harrow), Fifteenth Army Corps (Major-General John A. Logan), and, with the Army of the Tennessee, moved from near Lee and Gordon's Mills, May 4, in the advance toward Johnston's position, at Dalton, Ga., where the Confederate army had concentrated. The 90th then moved to the vicinity of Resaca, and participated in the engagement at Bald Knob. Of Williams's brigade and the "Irish Legion," at Bald Knob, an eye witness says:

"Shortly after three o'clock, Colonel Williams's brigade, of Harrow's division, emerged from the wooded hill to the left of the road, and swinging round to the left of the Knob, entered the fight. His right is in open field, but his left is somewhat sheltered by the forest. From the time the brigade entered into action until five o'clock in the evening, it battles and bleeds, and at night-fall bears away five wounded officers, one killed, eighty-two wounded soldiers and fourteen killed. The figures speak for the gallantry of the brigade, every regiment of which fought with all the bravery and tenacity that the occasion demanded. To this brigade the famous Irish regiment (the 90th Illinois) belongs. It is, indeed, a proud spectacle to see America's adopted sons from the Emerald Isle baring their breasts in battle, with the colors of the Union and the green flag of Ireland floating side by side."

At night, Colonel Walcott's brigade relieved Colonel Williams's, which was, however, engaged the following day. The losses in the 90th Illinois, at Resaca, were nineteen, killed, wounded and missing. Johnston evacuated Resaca on the night of the 15th, and the 90th joined in the pursuit, arriving at Dallas on the 26th. On the 28th, a furious attack was made on the Fifteenth Corps by Hardee, who afterward retreated with terrible loss. The only loss of the 90th was four men wounded on the skirmish line.

The following night, the Confederates made another attack on the right of Sherman's line, but were again repulsed. On June 15, Colonel Williams's brigade succeeded in gaining the enemy's flank, and Walcott's brigade, of the same division, attacked the position—which was the crest of a steep and wooded hill, held by Alabama troops—in front. The charge was bravely made, the men carrying the works that crowned the crest of the hill, and taking portions of the 31st and 40th Alabama prisoners, to the number of more than three hundred. Harrow lost but forty-five killed and wounded. The division was not engaged in the assault at Kenesaw Mountain, on the 27th. Following up the

pursuit of Johnston's army, the division moved to Decatur, where it arrived on the 19th, and the following morning moved to the front of Atlanta. The corps, which had advanced directly on the railroad from Decatur, formed on each side of it; General M. L. Smith's division in the center and on the line of the road, General Wood's on the right, and General Harrow's on the left, or south, of the road. Where the line crossed the railroad, there was a deep cut, which was left open and uncovered by cross-fire. After the violence of the battle on the extreme left of the line was over, on the afternoon of the 22d, Hood made a second attack, this time on the Fifteenth Corps. The charge was made by Cheatham's corps, which advanced along the line of the railroad, drove back the advance regiments of the corps, and charged down the gorge, or railroad cut, with the greatest fury—a portion reaching quite to the rear of the Fifteenth Corps, where it separated, a part scaling the bank to the left, the other to the right, where they poured a destructive fire directly on the flanks of the regiments next the road. As these fell back from the breastworks, other regiments poured up from the cut and over the works, forming a solid column, and charging along the inside of the Federal intrenchments. The center was totally dislodged from its position, and fell back, through the woods, to the right, where it re-formed, and, strengthened by the First Division, on the right, drove the Confederates in turn over the works.

The rebel regiments which climbed the bank south of the railroad where Harrow's brigades and the left of the Second Division held the works, did not have as good success. Although the enfilading fire drove the men back from the breastworks twice, they rallied as often, repulsed the Confederates, and held their ground. It was a desperate struggle—the men fought over the works hand to hand, with bayonets and with breech, but they held their ground, and drove the enemy back to his works before the city. The loss of the 90th was thirty-five, killed, wounded and missing.

Harrow's division remained in its position, south of the railroad and east of the city, until the 26th of July, when it was transferred, with the Army of the Tennessee, to the right of Sherman's line, at Ezra Church, west of Atlanta. There, on the 28th, the 90th participated in an engagement with the enemy, under General S. D. Lee, who moved out from his intrenchments to attack the Fifteenth Corps. Lee was repulsed, after a hard-fought battle, in which the 90th lost twenty-two, killed and wounded. Some four hundred yards in front of the position of the corps at Ezra Church, the Confederates had a long line of rifle-pits, from which their skirmishers kept up a constant and harassing fire on Logan's troops. On August 3, Logan ordered a charge on these troublesome pits; which were taken, in the morning, with little resistance, and held about two hours, at which time the enemy issued in force from his main works, to re-take them. Preparations not having been completed to defend them against so large a force, the men were re-called to their reserves, and, in the afternoon, details were again made from Harrow's and Lightburn's divisions to re-capture and hold the pits. Portions of three regiments from Harrow's division—including half of the 90th,—led by Major Brown, of the 70th Ohio, advanced at about four o'clock in the afternoon, this time in the face of a heavy artillery and musketry fire from the enemy's works, and again captured the long line of rifle-pits, with fifty additional prisoners. Major Brown, leading the detail, was killed

at the head of his men. The 90th lost seven men, killed and wounded.

It was again engaged, at Jonesboro', Ga., August 31, 1864, at which place the division fought Cleburne's division, of Hardee's corps; the 90th losing sixteen men, killed, wounded and missing. It was also in the final engagement of the campaign, at Lovejoy Station, September 2, from whence it returned to East Point, and went into camp.

In the organization of the army, at Atlanta, for the "march to the sea," the 90th Illinois was transferred to Colonel Oliver's brigade, Hazen's (Second) division, of the Fifteenth Army Corps, General Osterhaus commanding. On October 4, the command broke camp at East Point, Ga., and, crossing the Chattahoochee, marched, via Allatoona, to Rome, and thence passing through Resaca, Snake Creek Gap, Villanow, and La Fayette, went into camp on Little River, near Gaylesville, on the 21st. On the 25th, it was engaged in a skirmish at Gadsden, and on the 29th commenced the return march to Atlanta, arriving at Smyrna Camp Ground, near the Chattahoochee, November 5. On the 15th, it started for Savannah, and reached Summertown on the 30th. Crossing the Ogeechee on the 7th of December, it drove the enemy from the bank, and, on the 12th, re-crossed at King's Bridge, and moved down its right bank toward Fort McAllister.

On the 13th the division marched to within about a mile of the fort, and, at fifteen minutes to five o'clock p. m., had completely invested it. The bugle then sounded, and the 90th, with eight other regiments deployed for the charge, rushed forward—over the line of torpedoes which had been laid outside the works; over and under and through abatis, ditches and breastworks; fighting until the enemy was driven to the last extremity and surrendered. The 90th lost three men killed and fourteen wounded, and was one of the first regiments to reach the works.

With Hazen's division, the 90th moved from Savannah to Beaufort, S.C., in January, 1865, and thence, in February, marched to Columbia, which was reached on the 16th. The division was engaged in the skirmish line at Bentonville, N. C., March 21, and went into camp at Goldsboro' on the 25th, where, on the 6th of April, news was received of the fall of Richmond. On April 12, Sherman's army moved from Goldsboro' against Johnston; Hazen's division pushing on through Raleigh and Hillsboro'; and, after the capitulation of Johnston, to Richmond, and thence to Washington, where the 90th participated in the grand review on May 24. June 6, it was mustered out of service, and immediately started for home, arriving at Chicago, June 10, 1865. On its return the regiment numbered only two hundred and fifty, of whom forty-one were crippled beyond carrying a musket. Three hundred of its number had been lost in battle, and the remainder by the various casualties of war. The following was the return roster of the regiment:

Colonel, Owen Stuart; Lieutenant-Colonel, (vacant); Major, Patrick Flynn; Adjutant, Edward S. Davis; Quartermaster, Redmond Sheridan; Surgeon, Charles A. Thompson; Assistant-Surgeon, John H. Scott; Sergeant-Major, Thomas McDonald; Quartermaster-Sergeant, John F. Hoben; Commissary-Sergeant, Lawrence Bracken; Musicians, P. H. Sloan and Charles Dunn. Co. "A": Captain, Daniel Corcoran; First Lieutenant, Andrew Phinney. Co. "B": Captain, Michael W. Murphy; First Lieutenant, Thomas Gray. Co. "C": Captain, James Dunne; First Lieutenant, James E. Casey. Co. "D": Captain, Daniel O'Conner; First Lieutenant, John W. Kelley. Co. "E": Captain, David H. Duffy; First Lieutenant, William Brice. Co. "F": Captain, Patrick Feeney; First Lieutenant, William White. Co. "G": Captain, John Murphy;

First Lieutenant, Patrick Campion. Co. "H": Captain, Michael M. Clark; First Lieutenant, Lawrence S. McCarthy. Co. "I": Captain, Thomas Murray; First Lieutenant, Timothy Mahoney. Co. "K": Captain, John McAssey; First Lieutenant, Jeremiah F. Riordan.

On Monday, June 12, the regiment was escorted from Camp Fry, through the streets of the city to the Sanitary Fair, by General John M. Loomis, and those of his old command in Chicago, where it was welcomed by Hon. Richard Yates in a complimentary speech, and afterward marched to the residence of Rt. Rev. Dr. Dunne, South Desplaines Street, forming in front of the house and giving three hearty cheers for the "Father of the Regiment." It then marched to the school-house connected with St. Patrick's Church, where Father Dunne affectionately welcomed his boys to their home, and Rev. Dr. Brennan read resolutions of congratulation and respect to the Irish Legion passed at a meeting of the Catholic Irish citizens of Chicago. The regiment then marched back to Camp Fry, where it was paid and received its final discharge a few days later.

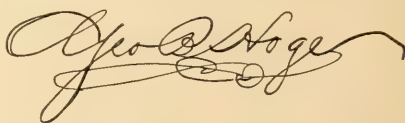
MAJOR JOHN MURPHY was born in County Wexford, Ireland, June 22, 1841, the son of James and Mary (Bent) Murphy. He attended the common schools until he was fifteen years of age, when he left his native country, to make for himself a name and a fortune. He arrived in Chicago, in April, 1856, and was employed by Murphy & Savage in the Marine Engine Works. There he became a proficient machinist, and was with the firm nearly six years. At the end of that time he left this city for Pike's Peak, and remained in Colorado for about two years, returning to Chicago to purchase mining machinery for the Colorado mines. Instead, however, he raised a company for the 67th Illinois, under Colonel Hough. He was immediately commissioned second lieutenant, in which capacity he served for four months, doing duty at Camp Douglas guarding the prisoners of war. He then organized a company for the 90th Illinois, recruiting it in this city, and was made its captain, being assigned to General Denver's division. In the battle of Mission Ridge, Captain Murphy distinguished himself in advancing the skirmish line, and, as a reward for his bravery, received what few men were ever honored with, a general order from the brigade, division, corps and department, complimenting him on his efficient services as an officer. Soon after the fall of Atlanta, Sherman's army moved on to the sea, and with it all that was left of the gallant 90th Illinois. Major Murphy, having passed through twenty-nine battles, came from the army wearing the proudest laurels of a soldier—the consciousness of having rendered his country service in her time of need, and of defending the flag which he had chosen from all the world as his standard of free thought and liberty. He was mustered out at Chicago, in June, 1865, and, returning to civil life, opened a small store, at the corner of Pearson and Wells streets, and maintained it successfully until the great fire swept it away. Soon after the fire, he established another grocery business, on West Indiana Street, remaining there temporarily until 1872, when he moved his stock back to the North Side. The next year he was elected collector of the North Town, and gave up the grocery business to establish a livery, which he did in company with Simon Stafford, the partnership continuing until the present time. He was first married, in 1865, to Miss Hannah C. Geary, of Chicago, by whose marriage he has one son, James P. He was married the second time to Miss Mary O'Byrne, of Chicago. Mr. Murphy is a staunch Republican, having served the North Division of the city as supervisor, in 1876, and as alderman from the Seventeenth Ward, in 1881-82. At the time of the organization of the 2d Regiment of the Illinois National Guards, he served in the capacity of major and lieutenant-colonel.

ONE HUNDRED AND THIRTEENTH ILLINOIS INFANTRY.

"THE THIRD BOARD-OF-TRADE REGIMENT" was the last military organization perfected under the auspices of that body. It was formed under the call of July, 1862, for three hundred thousand volunteers, and was filled up by consolidating four Cook County companies with three from Iroquois and three from Kankakee counties, the organization being effected on the 16th of September. On October 1, the regiment was mustered into

United States service, the following being the original roster:

Field and Staff.—Colonel, Geo. B. Hoge; Lieutenant-Colonel,



John W. Paddock; Major, Lucius H. Yates; Adjutant, Daniel S. Parker; Quartermaster, William A. McLean; Surgeon, Joel M. Mack; First Assistant-Surgeon, Lucien B. Brown; Chaplain, Adam L. Rankin.

Line Officers.—Co. "A" (Chicago): Captain, George R. Clarke (promoted major); First Lieutenant, Henry W. B. Hoyt (promoted captain); Second Lieutenant, Daniel Ferguson (promoted first lieutenant). Co. "B": Captain, Cephas Williams; First Lieutenant, Andrew Beckett; Second Lieutenant, John Jeffcoat. Co. "C" (Chicago): Captain, George W. Lyman; First Lieutenant, William E. Barry; Second Lieutenant, Harvey T. Hosmer (promoted captain). Co. "D": Captain, Robert B. Lucas; First Lieutenant, David H. Metzgar; Second Lieutenant, George B. Fickle. Co. "E": Captain, Mason Southerland; First Lieutenant, U. R. Burlingham; Second Lieutenant, Charles D. Trumbull. Co. "F": Captain, William J. Bridges; First Lieutenant, Joseph Rogers; Second Lieutenant, William German. Co. "G" (Chicago): Captain, John G. Woodruff; First Lieutenant, Frank Brown; Second Lieutenant, James J. Conway. Co. "H": Captain, Bliss Sutherland; First Lieutenant, Harrison Daniels; Second Lieutenant, Aquilla C. Cowgill. Co. "I": Captain, George West; First Lieutenant, Anderson Tyler; Second Lieutenant, Aaron F. Kane. Co. "K": Captain, Silas J. Garrett; First Lieutenant, Levi Sargent; Second Lieutenant, Charles Squires.

During October, the 113th was employed in guarding rebel prisoners at Camp Douglas, leaving Chicago November 6, 1862, for Memphis, where it was assigned to the Second Brigade (Colonel Giles A. Smith), Fourth Division (General Morgan L. Smith), Sherman's (Fifteenth) corps, and remained encamped at Memphis until November 26, when it marched with the corps on the so-called Tallahatchie Expedition, the force under Sherman moving to the Tallahatchie River, and joining Grant's expedition against Vicksburg, at Oxford, Miss. After its return from this expedition, December 12, it remained encamped at Memphis until December 24, when it embarked, with its division, at Memphis, disembarked at Milliken's Bend, twenty miles above Vicksburg, the following day, and marched fifteen miles west into Louisiana, to destroy a portion of the still uncompleted Vicksburg & Shreveport Railroad. After successfully accomplishing this task, it marched to join Sherman's army on the Yazoo River. The brigade was in reserve in the battles at Chickasaw Bayou, on the 27th and 28th, losing only two men wounded. General Morgan L. Smith, division commander, was wounded in the first day's engagement, and the Fourth Division was then temporarily commanded by General David Stuart.

On January 2, 1863, the troops proceeded to Milliken's Bend, and moved up White River fifteen miles, thence by the "cut off" across eight miles to the Arkansas, and up that river to Fort Hindman, or the Post of Arkansas, which was a strong fortification, thirty-five miles up the river, completely commanding its navigation. The parapet of the works there erected was eighteen feet across, with a ditch twenty-five feet wide by eight deep, with strong casemates, a banquettes for infantry, and a strong line of rifle-pits. On January 10, the land forces debarked three miles below the fort, Stuart's division advancing by the road running near the river to within half a mile of the works. In this advance, Co. "A," 113th, was detailed

as the support for two sections of Silversparre's battery. After driving the enemy from their rifle-pits, the regiment had to cross an open swamp, commanded by the guns of the fort. There Lieutenant Daniel Ferguson, Co. "A," Chicago, lost his leg by the explosion of a shell. The men laid on their arms that night, without fires or tents, and at half-past ten Sunday morning were in line of battle, ready to storm the works. General Stuart's division occupied the right center.

At one o'clock the gunboats opened fire, and half an hour later Giles M. Smith's brigade charged up to within short musket range of the enemy's line, where it found partial shelter in a ravine until three o'clock, when, the guns of the fort having been silenced by the fire from the gunboats, a general assault was ordered. The intrenchments in front of Smith's brigade were stormed by his command, and, after the surrender of the fort, the prisoners and all the defenses outside the fort proper were given into the charge of General Stuart, by General Sherman. One of the Chicago boys of the 113th, writing of the battle, says of the regiment:

"There was not a man that wavered or fell back; and if their old, treacherous guns did not snap the cap the first time, they tried them again and again, till they would go, and when one of their comrades fell who had a good gun, those who had poor would exchange, and go into them again."

At Arkansas Post the regiment lost five killed and twenty-two wounded. After the battle, Cos. "C," "D," "F," "I" and "K" were detailed to take prisoners to Camp Butler, and remained at Springfield, as guard, until March, 1864. One of these companies—"C," Captain George W. Lyman—was from Chicago. The remaining companies of the regiment went, with Sherman's corps, to Young's Point, nine miles above Vicksburg, on the western bank of the Mississippi, reaching that place on the 22d of January, 1863. There Colonel Hoge was appointed provost marshal for the Fifteenth Army Corps, holding that position until General Grant, in the spring, abandoned his design of turning Vicksburg on the north, and the army concentrated at Milliken's Bend for a new line of operations. On March 17, while yet at Young's Point, Colonel Hoge with his battalion, forming a portion of the troops under direct command of General Sherman, moved to the relief of Admiral Porter at Black Bayou.

This expedition is thus described in Greeley's "American Conflict":

"Admiral Porter, having reconnoitered the country directly eastward of the Mississippi, from Steele's Bayou, just above Milliken's Bend, and listened to the testimony of friendly negroes, informed General Grant that a devious route, practicable at that stage of water for lighter iron-clads, might be found or opened thence into the Sunflower, and so into the Yazoo below Yazoo City, but above Haines's Bluff; whereupon, Grant decided to attempt it, ascending with Porter in the ram Price, pioneered by several other iron-clads through Steele's Bayou to Black Fork or bayou, which makes across from Steele's into Deer Creek. Grant, finding their way constantly impeded by overhanging trees, hurried back to Young's Point for a pioneer corps, but was soon advised by Porter that there was more serious work ahead; when Sherman was sent with a division, most of which was debarked at Eagle Bend on the Mississippi and thence marched across to Steele's Bayou—here but a mile from the river—much of the distance being now under water, and requiring to be bridged or corduroyed before it could be passed. And such was the height of the water in the bayous and streams that our boats could with difficulty be forced through the branches of the trees which thickly overlaid those narrow water-courses, so that they were severally scraped clean of everything above their decks when they had been wearily driven and warped up the bayou and across Little Black Fork into Deer Creek, up that stream to Rolling Fork, and across into the Sunflower; down which they floated almost to the Yazoo, where their progress was finally arrested, and vessels and men obliged to retrace their toilsome, devious way to the Mississippi."

The portion of the division sent to Porter's relief, commanded by Sherman in person, and of which the 113th formed a part, did not reach the gunboats at Steele's Bayou; but marched twenty-three miles across the swampy country in mud, ankle-deep, from Black Bayou to the Sunflower, where, on the 21st, they had a skirmish with the enemy, who had erected batteries at the junction of the Sunflower and Rolling Fork, and was preparing to pass in the rear of the gunboats and cut off Porter's entire force. The troops under Sherman arrived just in time to prevent this, the rebels retreating after a slight engagement. During five days Sherman's command was without a change of clothing, and marched, slept and fought in mud and water—their general leading them on foot and sharing every hardship and privation with the men in the ranks. The troops returned to Young's Point on the 27th, and remained until the first of May, when Blair's division, to which the 113th belonged, was sent to temporarily garrison Milliken's Bend, leaving on the 8th to join in the movement of the corps to the south of Vicksburg. Marching down the west bank of the Mississippi, it crossed at Grand Gulf, and thence escorted a train of five hundred wagons to Clinton, Miss. With the division, the regiment crossed the Big Black, at Bridgeport, on the 16th, and, on the morning of the 18th, reached the Benton road, between Vicksburg and the Yazoo, Sherman's corps forming the right of Grant's line-of-battle in rear of the city, his right resting on the Mississippi, and his left, held by Blair's division, on the Benton road; Giles Smith's brigade on the right of the road. An assault was ordered at two o'clock p. m. of the 19th. Between the brigade and the enemy's works was a space of about four hundred yards, cut up by deep ravines, filled with standing and fallen timber, and exceedingly difficult to pass. Giles Smith's brigade was the first in the division to reach the works, the men gaining a position close up to the parapet, where they held their ground until night, but without being able to carry the works. Colonel Hoge was wounded in the head in the assault, and, after remaining in camp in the rear until June, was obliged to obtain leave of absence and return to the North to recuperate. In the assault of the 22d, Giles Smith's brigade charged the works, in connection with General Ransom's brigade of McPherson's corps to the left, charging up a steep hill to the very foot of the parapet and fighting with the most devoted bravery; but, as on the 19th, failing because success was impossible. In these two assaults two color-bearers of the 113th were killed and two wounded—one mortally. But four companies of the battalion were engaged, the list of casualties being reported as follows:

Co. "A": Seriously wounded, Lieutenant A. N. Baird; Corporals Henry Kemp, Levi James and John McGillick. Co. "B": Killed, Francis Huston, E. F. Fender; Orderly Sergeant A. J. Joslyn. Co. "G": Killed, Corporals William Anderson and G. C. Kidder; Privates Ferdinand Stack and Fred. Swain. Co. —: Killed, Morris Bird, Noah Kramer, Nicholas Dohl.

After the capitulation of the city, the battalion was detailed for provost duty at Chickasaw Bayou, north of Vicksburg, a region of swamps and sloughs, where the battalion lost ten per cent. of its number, and where nearly every officer and man was on the sick list, during the time it remained there. From Chickasaw Bayou, Major George R. Clarke was sent to Camp Butler, Springfield, to take command of the detachment there, and, in August, the battalion, under command of Colonel Hoge, was ordered to Corinth, Miss., where, October 1, Colonel Hoge was placed in command of

the post. In February, 1864, the battalion returned to Memphis, and was there joined, on the 11th of March, by the detachment from Springfield, and was assigned to the Second Brigade (Colonel Hoge commanding), First Division, Sixteenth Army Corps.

On April 10, the regiment, under General S. D. Sturgis, marched to Bolivar, Miss., in pursuit of Forrest; but without any result, except marching two hundred and fifty miles to no purpose. On June 1, a second expedition, under General Sturgis, was dispatched from Memphis, and was composed of three infantry brigades, and twelve pieces of artillery, under Colonel W. L. McMillen, and General Grierson's division of cavalry, with four pieces of artillery. The Second Infantry Brigade, commanded by Colonel Hoge, of the 113th Illinois, was composed of the 81st, 95th, 108th, 113th, and 120th Illinois regiments, and Battery "B," 2d Illinois Light Artillery.

The troops moved from Memphis, on June 1, and marched through western Tennessee and northern Mississippi, to Ripley, before reaching which, on June 9, four hundred of the men had succumbed to the fatigue of the march, and been sent back to Memphis. On the morning of the 10th, the infantry column, Hoge's brigade in advance, again moved forward to the Hatchie River, and received repeated and urgent orders, to move up as quickly as possible, as the enemy was developing a large force and driving the cavalry back. The 113th reached Brice's Cross Roads, between one and two p. m., and those who could stand immediately went into action, relieving a portion of the cavalry. Many of the men were so exhausted that they were compelled, from faintness and vertigo, to lie down by the roadside, before the regiment arrived at the front. As fast as the regiments arrived, they were formed in line-of-battle, the brigade withstanding, for half an hour, a furious attack of the enemy, before the First Brigade arrived and could be brought into action. The First Brigade, also, held the Confederates at bay, for a time; but soon, both right and left were out-flanked, and finally driven back, forming another line, some distance to the rear. The Third Brigade (colored), which had been disposed along the train, as guard, was thrown to the front, as fast as the men could be assembled, and held the enemy at bay, while a portion of the artillery and train was moved out, toward the Hatchie, when it also was flanked, and joined in the retreat. The narrow road was blocked by the train; the enemy was in full pursuit; and the exhausted troops, without a place of shelter; without the possibility of reinforcements, became panic-stricken, beyond the possibility of rallying, and retreated rapidly toward Ripley; the artillery, and what was left of the train, being abandoned in the Hatchie swamp. Soon after daylight, on the 11th, the forces reached Ripley, thirty miles from the battle-field, where the command was partially reorganized.

At seven in the morning, a portion had moved from the place, when the Confederates, following up the pursuit, made a furious attack on the place, gained possession of the Salem road, on which the troops were moving out, and cut the command in two, Hoge's brigade being left in the town. The men fought there nearly two hours, the residents also firing upon them, from their doors and windows. Lieutenant James J. Conway, Co. "G," 113th regiment, was killed at Ripley; as was Colonel Thomas W. Humphrey, 95th Illinois, also of the Second Brigade. Colonel George W. McKaig, of the 120th Illinois, was seriously—it was supposed,

mortally—wounded. The total loss of the 113th, was five officers and one hundred and thirty-five men, killed, wounded, and prisoners, in the two engagements.

The troops reached Memphis, via Salisbury and Colliersville, making the whole distance of one hundred and thirty miles, in seventy hours, arriving on the 13th, with blistered feet, and nearly famished. Lieutenant H. P. Hosmer, of Chicago, is mentioned in the reports of the unfortunate expedition, as displaying especial courage and coolness during its progress.

After its return to Memphis, the regiment was employed in picket duty until October, when it moved up the Tennessee River with the expedition of General C. C. Washburn, and participated in the battle at Eastport, Miss., losing two officers and fourteen men. It then returned to Memphis, where it was employed on provost and picket duty until it was mustered out of service, June 20, 1865. It arrived in Chicago June 22, where it was received by a committee of the Board-of-Trade, escorted to Metropolitan Hall, and welcomed by the officers and members of the Board. The regiment left Chicago with eight hundred and forty men, rank and file. It returned with two hundred and seventy-two, including twenty-eight officers. Two hundred and forty-two were left at Memphis, and it had recruited four hundred and ninety-two since its organization, giving a total loss of eight hundred and forty-six men.

The return roster was as follows:

Colonel, George B. Hoge; Lieutenant-Colonel, George R. Clarke; Major, Cephas Williams; Adjutant, John S. Lord; Quartermaster, John H. Taylor; Surgeon, L. B. Brown; Chaplain, A. L. Rankin. Co. "A": Captain, H. W. B. Hoyt; First Lieutenant, A. M. Baird. Co. "B": Captain, A. W. Beckett; First Lieutenant, John Jeffcoat. Co. "C": Captain, Harvey P. Hosmer; First Lieutenant, Robert Wilson; Second Lieutenant, A. C. Webber. Co. "D": Captain, R. B. Lucas; First Lieutenant, D. H. Metzger; Second Lieutenant, H. L. Frisbie. Co. "E": Captain, J. G. Day; First Lieutenant, C. A. Chatfield. Co. "F": Captain, George E. King; First Lieutenant, Alfred Fletcher; Second Lieutenant, William Bain. Co. "G": Captain, John G. Woodruff; First Lieutenant, George E. Kidder. Co. "H": Captain, B. Sutherland; First Lieutenant, H. Daniels. Co. "I": Captain, A. F. Kane; First Lieutenant, A. Tyler; Second Lieutenant, W. C. Shortridge. Co. "K": Captain, W. R. Hitt; First Lieutenant, V. W. Dashiell; Second Lieutenant, Edward Hall.

COLONEL GEORGE R. CLARKE is one of the oldest real-estate dealers in this city, and has handled some of the most eligible property that has been placed on the market. He was born at Unadilla Forks, N. Y., on February 22, 1827. His father, Dr. Henry Clarke, came to Chicago in 1836 and engaged in the practice of medicine, removing his family to this city in May, 1838, from Otsego County, N. Y. On June 15, 1839, George R. first came hither and commenced his education; then entered the Beloit College, Wisconsin, where he completed his junior year. He then was principal of the Monroe Seminary for eighteen months, taught one term at Milton Academy, then was superintendent of schools and edited the Sauk County Standard for eighteen months. In 1853 he removed to Chicago, and was admitted to the Bar; after which he practiced one year, and inaugurated the real-estate business which he has since maintained. In 1860, he spent two years in mining in Colorado, and in 1862 helped to recruit the 113th Illinois Volunteer Infantry; was made Captain of Co. "A," and from that rank promoted successively to that of major and lieutenant-colonel. In January, 1873, he married Sarah Dunn, who was born in Cayuga County, N. Y. He has one daughter by a former marriage, Nellie A., now Mrs. John Black. Colonel Clarke has taken thirty-two degrees of Masonry, and was a member of Chicago Consistory. In the year 1869, he laid out Morgan Park. But all these positions and occupations are the merest incidents in the Colonel's career compared with the work of his life, the founding and maintenance of the Pacific Garden Mission. This place, which was one of the worst places in Chicago, Mr. Clarke purchased and transformed into a mission, where the poorest and vilest can go and find a friend and comforter. The amount of good done by Colonel and Mrs. Clarke—for in all his missionary work she is his earnest coadjutor—is simply incalculable; they go into the highways and byways to seek those who are lost, and their ministrations are made to that class whom the churches seldom, if ever, reach.



FAC-SIMILE OF BACK OF NEWSPAPER "U. S. GRANT."

On account of the scarcity of paper in the Confederacy, wall-paper was taken from the walls of houses, and used as print-paper; the newspaper herewith presented is a specimen of this method.

ONE HUNDRED AND TWENTY-SEVENTH
ILLINOIS INFANTRY.

This regiment was organized at Camp Douglas, Chicago, and mustered into United States service September 6, 1862. Its Colonel, John Van Arman, was then,



as now, a well-known and respected lawyer of Chicago, and also a skillful disciplinarian and tactician. Lieutenant-Colonel Hamilton N. Eldridge, also a lawyer, Majors F. W. Tourtellotte and F. S. Curtiss, Adjutant John Van Arman, Jr., and other field officers were Chicago citizens.

Co. "B" (Woodworth Rifles, Chicago) was commanded by Captain Adoniram J. Burroughs, brother of President Burroughs of the Chicago University; and, by special arrangement of Governor Yates, was armed with rifles, to act as sharpshooters. Of this company Frank J. Woodward was afterward captain, acting generally on the engineer corps, and John R. Morgan and Harvey L. Mason, first lieutenants.

Co. "G" (Tourtellotte Guards) had, during its term of service, the following officers from the city: Captains, John S. Williams, Thomas Sewell; First Lieutenants, Thomas Sewell, Henry W. Adams; Second Lieutenants, Thomas Sewell, James A. Wheaton.

The regiment started for the field November 9, 1862, mustering at that time eight hundred and eighty-seven officers and men. Reporting to General Sherman at Memphis, it took part with his forces in the Tallahatchie campaign, from which it returned to Memphis December 13. It was there assigned to General Morgan L. Smith's division, and on the 20th of November embarked, with its command, for the Yazoo River, to participate in Sherman's attack on the defenses north of Vicksburg, at the Chickasaw Bayou. In the engagements at that place, the regiment lost twenty-four killed and wounded. General Smith was wounded; and, on the retreat of the forces, his division was assigned to the command of General David Stuart, of Chicago, under whom the 127th, with McClernand's forces, steamed up the Arkansas and took a conspicuous part in the capture of Arkansas Post, being the first regiment to break the enemy's lines and plant its colors in their rifle-pits.

Returning with the expedition to Young's Point, opposite Vicksburg, where Grant concentrated his whole army for operations against Vicksburg, it remained in camp, working on the canal, which was in progress of construction, and in other duties, until March 10, 1863, when it was sent, with other forces, up Steele's Bayou and Deer Creek to relieve Commodore Porter's gunboats, which had proceeded up to Black Bayou, where they were in imminent danger of capture by the Confederates. The object of the expedition being successfully accomplished, the troops returned to Young's Point, and the 127th, with Giles A. Smith's brigade, Blair's division, to which it now belonged, after proceeding up the Yazoo to take part in the feint on Haines's Bluff, started, on the 7th of May, to join Grant's army below Vicksburg.

After participating in the battle of Champion Hill, it moved to the rear of Vicksburg, with the Fifteenth Corps, and took position on the left of Sherman's line-of-battle, the left of Giles A. Smith's brigade joining the right of Ransom's brigade of McArthur's division.

The regiment was then commanded by Colonel Hamilton N. Eldridge, Colonel Van Arman resigning on account of ill-health.

The 127th participated in the assaults on the fortifications of Vicksburg, May 19 and 22, in the latter action losing heavily. After several color-bearers had successively fallen, the standard was then seized by Lieutenant-Colonel Eldridge, who led his regiment up to the works, upon which he planted its colors with his own hands. Lieutenant Thomas Sewell, Co. "G," an old employee in the Chicago Tribune office, there received a severe wound. The total loss was sixty-five men, killed and wounded. After the surrender of the city, July 4, 1863, the regiment marched with its division to Jackson, taking part in the various engagements resulting in the capture of that place; and upon its evacuation by Johnston, returned to the Big Black River, southeast of Vicksburg, where it remained encamped with the Fifteenth Corps until Sherman was ordered to move with his command to Chattanooga, to reinforce the Army of the Cumberland.

During this campaign, the regiment, with Giles A. Smith's brigade, Morgan L. Smith's division, participated in the long march to Chattanooga, the attack on the northern extremity of Mission Ridge, and the laborious and fatiguing march to the relief of Burnside at Knoxville, after which it returned to Larkinsville, and went into winter quarters. During the Atlanta campaign, it formed part of Logan's Fifteenth Corps, Army of the Tennessee, General McPherson. Smith's brigade, which consisted of the 6th Missouri, 111th, 116th and 127th Illinois, and 57th Ohio, was conspicuously brave and efficient throughout the campaign. At Resaca, May 14-15, the regiment, led by Colonel Frank S. Curtiss, took part with its brigade in a successful charge on a commanding portion of the enemy's works, which it captured and held against repeated assaults for its recovery. From this opening engagement until the close of the campaign, it took an honorable part in the many battles of the summer; at Dallas, Kennesaw Mountain, the Chattahoochee, Decatur and Atlanta. From Peach Tree Creek to Atlanta, the division had the advance of the Fifteenth Corps, and was prominently engaged at Atlanta and in the engagements incident to Sherman's progress around the city to Jonesboro'.

At the conclusion of the campaign, the regiment went into camp near Atlanta, and, on the 4th of October, started on "the march through Georgia." After the capture of Savannah, it again moved north, on the Carolina campaign, and was engaged at Fayetteville and Bentonville, March 11 and 19, 1865, losing heavily at both places.

Upon the surrender of Johnston's army, it proceeded with the Fifteenth Corps to Washington, and, after participating in the grand review, in May, returned to Illinois for final payment and discharge, reaching Chicago, June 10, 1865, while the great Northwestern Sanitary Fair was in progress, at which it received a public and cordial welcome.

Of the eight hundred and eighty-seven men who left Chicago with the 127th, in 1862, but two hundred and thirty returned.

During its time of service, it marched over three thousand miles, and participated in more than one hundred engagements.

As a reminiscence of the regiment is what is known as the 127th Illinois Veteran Infantry Association. It was organized in September, 1866. The present officers of the association are J. F. Richmond, president; George H. Knott, secretary.

COLONEL HAMILTON N. ELDRIDGE, son of Colonel Reuben Eldridge, an officer in the Mexican War, was born, in 1831, in South Williamstown, Berkshire Co., Mass. After acquiring a preliminary education at East Hampton, Mass., he entered Williams College, Williamstown, Mass., in 1852, from which institution he graduated four years later, and, in 1857, from the law school at the same place. Upon graduating from the law school, he removed to Chicago, where, in 1858, he formed a partnership with F. W. Tourtellotte, an old friend and classmate, under the firm name of Eldridge & Tourtellotte, which business association

H. N. Eldridge,

continued until his death. At the organization of the 127th Illinois Infantry, September, 1862, he was elected lieutenant-colonel of the regiment, and, on the resignation of Colonel Van Arman, within a year, was promoted colonel. He led his command efficiently and gallantly; and after the assault on the defenses of Vicksburg, May 22, 1863, in which he displayed signal bravery, was promoted brigadier-general for his services on the field. At the close of the war, he resumed his law practice in Chicago, in which he was engaged until his death, which occurred November 27, 1882. He left a widow, now residing in Chicago.

ONE HUNDRED AND THIRTY-SECOND AND ONE HUNDRED AND THIRTY-FOURTH.

Although not composed to any great extent of Chicago men, the 132d Infantry was organized at Camp Fry, and partially commanded by officers from this city. The command was organized by Colonel Thomas J. Pickett, of Moline, Ill., and was mustered into service for one hundred days from June 1, 1864. It moved for Columbus, Ky., on the 6th of June, and two days later arrived at that point, to report to Brigadier-General Henry Prince. On the 15th of June, the regiment arrived at Paducah, reporting to Colonel S. G. Hicks, and remained on duty there up to the date of its muster-out, October 17, 1864.

THE ONE HUNDRED AND THIRTY-FOURTH INFANTRY REGIMENT, Illinois Volunteers, was organized at Camp Fry, by Colonel Waters W. McChesney, of this city, and mustered into the service May 31, 1864, for one hundred days. A few days thereafter it was assigned to garrison duty at Columbus, Ky., and mustered out of service October 25, 1864. Both privates and officers were principally from Chicago; but the uneventful military experience of this regiment requires nothing more than a passing comment, annotating its incursion and excursion, in Chicago war annals.

THE STURGES RIFLES.

It has been mentioned that this company was raised and equipped through the liberality of Solomon Sturges, of Chicago. It went into camp on Cottage Grove Avenue, at Camp Sturges, where it remained until June 20, 1861; when, pursuant to an order from General McClellan, to report at Marietta, Ohio, it broke encampment, and, escorted by a vast crowd of friends, took the cars at the West Side Union Depot for its destination.

The following is the original roster of the company:

Captain, James Steele; First Lieutenant, Nathaniel E. Sheldon; Second Lieutenant, Marcus P. Forster; First Sergeant, Gustav Jericho; Second Sergeant, Richard Bingle; Third Sergeant, Sylvanus B. Gault; Fourth Sergeant, William G. Fuller; Fifth Sergeant, Spencer Smith; Third Corporal, George Durell; Second Corporal, Moses Lowrey; Third Corporal, Samuel M. Burnham; Fourth Corporal, Charles W. Vickery.

With Barker's Dragoons, they were attached to the headquarters of General McClellan, forming his escort. They accompanied him on his Virginia campaign, participating in the battles of Philippi, Rich Mountain and Beverly. At Rich Mountain they fought dismounted, as sharpshooters, and were thereafter called the "Sturges Sharpshooters." Major Denison, of this company, had charge of the prisoners taken at Beverly, among them Colonel Pegram. Their term of enlistment was completed July 24, 1861.

CAVALRY.

Chicago was not largely represented in the cavalry companies recruited during the early portion of the war epoch. In the 1st, 2d and 3d Illinois Cavalry are no Chicago names. In the 4th Cavalry was Major Martin R. M. Wallace, promoted lieutenant-colonel December 5, 1862, and colonel June 3, 1863. Adjutant H. B. Dox also served for a brief time in the regiment. Co. "A" was raised by Captain Embury D. Osband, formerly captain of the "Lincoln Rangers," a local military company. Captain Osband was promoted major of the 4th Cavalry in February, 1863, and a year later was mustered out and appointed colonel of the 1st Mississippi Cavalry. Captain Charles C. James, Co. "C," was also a citizen of Chicago, but the regiment was mainly recruited and officered from other sections of the State.

MARTIN R. M. WALLACE was born at Urbana, Champaign Co., Ohio, on September 29, 1829. His father, John Wallace, moved with his large family to Illinois in 1834 and settled on a farm in LaSalle County. Young Wallace received his preliminary education in country schools and at the Rock River Seminary, of which his father was president of the board of trustees for a number of years. His father died September 29, 1850, the day Martin attained his majority. There was thus thrown upon his hands a large family to support and a complicated estate to settle; but he was fully equal to the emergency. Having chosen the law as his future profession, he entered the office of Dickey & Wallace, at Ottawa, Ill., as a student. The firm was composed of T. Lyle Dickey, afterward colonel of the 4th Illinois Cavalry, well known in the legal, political and military circles of the State, and W. H. L. Wallace, his brother, colonel of the 11th Illinois Infantry and afterward brigadier-general, who fell at the battle of Shiloh, on April 6, 1862. Mr. Wallace was admitted to the Bar in January, 1856, and re-

M. R. M. Wallace—

moved to Chicago, where he engaged in active practice, in partnership with Thomas Dent. At the breaking out of the war, he assisted in recruiting and organizing the 4th Illinois Cavalry, and in October, 1861, received a commission as major of that regiment. He commanded one of the battalions through the battles of Fort Henry, Fort Donelson and Shiloh, and in December, 1862, upon the death of Lieutenant-Colonel William McCullough, assumed command of the regiment. This position he retained throughout the war, being promoted in 1862 to the lieutenant-colonelcy, and to the colonelcy in 1863. At the close of his military career he was brevetted brigadier-general. In August, 1866, General Wallace was appointed assessor for the Chicago district, serving in that capacity until May, 1869. In December of the latter year he was elected county judge, continuing in that position until December, 1877. From January, 1878, to December, 1880, he was county attorney, while from that time until the winter of 1884, he held no public office but gave himself entirely to private practice. In February, 1884, he was appointed prosecuting attorney for the city, and continues to serve the corporation in that capacity, besides having a good general practice. Judge Wallace is a member of Post No. 28, G. A. R., and is president of the National Veteran Association. General Wallace was married on September 2, 1863, to Emma R. Gilson. They have had six children, five of whom are alive—one son and four daughters. The son is at Williams College, Williamstown, Mass.

EIGHTH ILLINOIS CAVALRY.

Though the 8th Cavalry can not be claimed as especially a Chicago regiment, the city, and Evanston, its suburb, contributed most valuable material toward its formation. Among its field-officers were Colonel William Gamble, and Majors John L. Beveridge, William H. Medill, George A. Forsyth and James D. Ludlam. Of its companies, "F" and "G" were recruited in Chicago, the officers being as follows:

Co. "F": Captain, Reuben Cleveland; First Lieutenant, Edward S. Smith; Second Lieutenant, Alvin P. Granger.

Co. "G": Captain, William H. Medill; First Lieutenant, George A. Forsyth; Second Lieutenant, Dennis J. Hynes. On the promotion of Captain Medill to major, and First Lieutenant Forsyth to the captaincy of Co. "A," Dennis J. Hynes was promoted captain of Co. "G," Malcolm H. Wing, first lieutenant, and George F. Warner, second lieutenant.

The regiment was organized at Camp Kane, St. Charles, Ill., by Hon. John F. Farnsworth, its first colonel. On the 18th of September, 1861, it was mustered into United States service, by Captain Webb, U. S. A., and on the 14th of October, one thousand one hundred and eighty-four strong, fully mounted and equipped, except as to arms, the command left for the seat of war, arriving at Washington on the 18th. It was ordered to camp on Meridian Hill, and marching up Pennsylvania Avenue paused in front of the White House to give three cheers for President Lincoln, who, while viewing its well filled ranks, called it, in his quaint language, "Farnsworth's Big Abolition Regiment," a name which clung to the 8th throughout its career. While in camp at Meridian Hill, the 8th was brigaded with the 1st Michigan and 4th Pennsylvania cavalry, forming the first full cavalry brigade in the United States Army. On December 13, having been supplied with arms, it crossed the Potomac on Long Bridge, and joined General Sumner's division, to which it had been assigned—its camp being near the Centerville road, about three miles west of Alexandria, Va. The 8th occupied "Camp California" until January 24, 1862, suffering greatly from the severe weather and continuous rains of the season. During the short time it remained there, the 8th lost thirty-five men by death. It thence removed to Alexandria, where it was quartered until spring.

On March 19, 1862, it joined in the advance on Manassas, returning to Alexandria April 10. On April 24, with Richardson's division, Sumner's corps, it embarked to join McClellan's army, at Fortress Monroe, for the ill-fated Peninsula campaign. From June 13, when the 8th reached the White House, three days in advance of McClellan and staff, until the 24th, when the advance reached Mechanicsville, on the north side of the Chickahominy, five miles from Richmond, that portion of the 8th under the immediate command of Colonel Farnsworth, was almost constantly in the advance. One squadron of the regiment (Cos. "D" and "F") was detached from the command on May 10, under orders to report to General Keys, commander of the Fourth Corps. This portion of the regiment, under Major Beveridge, who joined it that day, participated in the battles of Seven Pines and Fair Oaks, on May 31, and June 1, mostly employed in orderly and aide duty.

The battle of Mechanicsville, the first of the Seven Days' bloody fights, occurred on June 26. The pickets were attacked early in the morning. Captain R. M. Hooker, Co. "H," who had ventured out on a reconnaissance, was shot and fatally wounded by the advance guard of the enemy. The advance of the Confederates was so rapid, that it was impossible to bring the wounded man within the Federal lines, and he died, a few days

later, in the hands of their opponents. The 8th fell back toward Mechanicsville slowly, holding back the enemy as long as possible, and on the arrival of the infantry at the front, retired to support a battery, remaining until the whole command was forced across Beaver Dam Creek. At Gaines's Mill, on June 27, the 8th was posted as support to batteries, and afterward as a guard across the rear of the battle-field. During the retreat to the James River, the 8th took the advance, reaching Harrison's Landing on July 1. There, Major Beveridge and detached squadron re-joined the regiment, which was employed in picket duty and scouting. Captain Reuben Cleveland, Co. "F," of Chicago, resigned on July 16, much to the regret of his command.

During the latter part of July and the first of August, Majors Beveridge and Clendennin made several scouts toward Malvern Hill, with detached squadrons, and, on the 3d of August, the regiment, under Lieutenant-Colonel Gamble, took part in the movement, in force, on that position, by the divisions of Hooker, Sedgwick, and others. In the attempt to capture the rear guard of the retreating Confederates, Lieutenant-Colonel Gamble was shot in the chest and

Wm Gamble

severely wounded; two privates were killed and five were wounded. On the retreat from Harrison's Landing to Yorktown, the 8th Illinois Cavalry acted as rear guard to the army, Major Beveridge and his battalion in the extreme rear. On August 30, it embarked at Yorktown, and reached Alexandria, September 1 and 2. On arriving at Alexandria, the regiment was immediately ordered into Maryland, to assist in repelling the invasion of Lee. Crossing the Potomac on the 4th of September, it marched to Darnstown, Md., where Colonel Farnsworth, who re-joined the regiment at Alexandria, was placed in command of the cavalry brigade, and Major Medill took command of the regi-

Wm B Medill

ment, all his ranking officers being sick or on detached duty. After skirmishes at Poolville and Barnesville, on the 8th and 9th (the regiment defeating the Confederate cavalry, under Lieutenant Stuart, at those places), it was again engaged, on the following day, at New Market, and soon after at Monocacy Church, where it captured the colors of the 12th Virginia Cavalry. It was engaged at Sugar Loaf Mountain, and, on the 15th, at Boonsboro'; at the latter place, defeating two Confederate regiments, under Fitz Hugh Lee, which retreated, abandoning two guns and leaving nearly two hundred killed, wounded, and prisoners, in the hands of the victors. The regiment lost Sergeant Robert McArthur, killed, and twenty-three wounded. One squadron of the 8th, with a part of the 3d Indiana, in the meantime had successfully met the enemy near South Mountain. On the 17th, the regiment participated in the battle of Antietam, supporting the artillery, and, on the retreat of the enemy, joined in the pursuit. On October 2, General Farnsworth's brigade made a reconnaissance to Martinsburg, Va., capturing prisoners and supplies, and rescuing Union prisoners. As the brigade left the town, its rear was struck by a large Confederate cavalry force, under Fitz Hugh Lee, and a running fight

was kept up some little distance. The 8th Illinois, with a battery of flying artillery, formed the rear guard of the Union cavalry. Major Medill, leaving one gun with the rear squadron, sent the other pieces forward, to a commanding position, and had them masked and trained to sweep the road. The Confederates and the rear guard, in the meantime, skirmished vigorously, the former pressing close up, in the attempt to capture the gun. As they arrived within a couple of hundred yards of the masked battery, Major Medill's men cleared the road, and the battery then opened with grape, canister, and shell upon the Confederate column, throwing it into utter confusion, when the men, riding into the fields on either flank poured in a volley, which completed the rout. The Confederate loss was one hundred and fifty men, including prisoners. The 8th lost but sixteen men.

The regiment remained in camp, near Sharpsburg, until October 11, and then took part in the famous pursuit of Stuart's cavalry across the Potomac—the 8th making a distance of eighty-six miles in twenty-six hours, returning to Sharpsburg on the 13th. The following day, Major Beveridge relieved Major Medill in command, the 8th being then encamped at Knoxville, Md. In the movement toward Fredericksburg, the regiment was engaged with the enemy's cavalry, at Philomonte, Uniontown, Upperville, Barbour's Cross Roads, Little Washington, etc., arriving at Falmouth, on November 23, 1862. At Barbour's Cross Roads, Companies "A" and "B," under Captains Forsyth and Smith, charged upon a Confederate regiment and drove it from its guns; but, being unsupported, were compelled, after a sharp contest, to fall back, with the loss of two killed and five wounded. The regiment reached Falmouth, near Fredericksburg, November 23, and remained on Stafford Heights until after the battle of Fredericksburg, but taking no active part in the engagement.

The ensuing winter was spent in scouting, and picket duty, in the peninsula between the Potomac and Rappahannock rivers. In the spring, it was divided into three battalions, under Majors Beveridge, Medill, and Clendennin, and made a ten days' scout down the Peninsula, gathering supplies of all sorts, breaking up guerrilla bands, and confiscating "contrabands," of whom it brought back to camp some fifteen hundred. During the movement on Chancellorsville, in April and May, 1863, the 8th was attached to Averill's cavalry division, and took no part in the battle. In the early days of June, 1863, Lee commenced his march into Pennsylvania, and the 8th, temporarily attached to Davis's brigade, Devens's division, was constantly engaged in skirmishing with the enemy's pickets and skirmishers. On June 9, a severe cavalry fight took place at Beverly Ford, near Warrenton Junction, in which Captain John G. Smith, Co. "B," and Major Alpheus Clark, were mortally, and Captain George A. Forsyth and Captain D. J. Hynes seriously, wounded. In this battle, Major Beveridge being sick, and all the senior officers sick or on detached service, the 8th was commanded by Major Clark. He was wounded in the left hand, and the command of the regiment then devolved upon Captain Forsyth, and after he, too, was wounded, upon Captain Farnsworth. The wound of Major Clark proved fatal, from blood-poisoning ensuing, causing his death, at the Seminary Hospital, Georgetown, D.C., on July 5, 1863. Captain John G. Smith, after suffering amputation of the left leg, died at the same place, on June 16, 1863. The total loss was two killed and thirty-two wounded.

In the battle at Upperville, June 21, near Aldie Gap in the Blue Ridge, the 8th was the charging column, supported by the 12th Illinois. During the early part of the fight, Lieutenant-Colonel Clendennin commanded, and on his retiring from the field, the command devolved on Major William H. Medill, who led the regiment in successive charges on the enemy, routing and scattering three Confederate cavalry regiments—the loss in the 8th being but forty men, killed and wounded, while that of the Confederates was two hundred and fifty, besides one hundred taken prisoners, among whom were the lieutenant-colonel of the 9th and the major of the 11th Virginia Cavalry.

On June 25, Lieutenant-Colonel Clendennin was ordered to Alexandria, and Major Beveridge having rejoined his regiment, took command of the 8th, which reached Gettysburg June 30th. Early on the following morning, Cos. "F," "G," "I" and "K" were driven back from the picket-line on to Buford's command, followed by the enemy in force. For about three hours, Buford's force held the Confederates at bay, falling back slowly and fighting along the Chambersburg Road, and toward the Seminary Ridge, until General Reynolds's infantry corps arrived. After Reynolds arrived, the 8th with its brigade, was ordered to the left of the line to guard that flank, and so well performed its duty that it was publicly thanked by General Doubleday for saving his division from annihilation, when the combined forces of Hill and Ewell poured down on his brave but exhausted men. On July 2, Buford's command marched to Westminster, and, after the termination of the battle, joined in the pursuit of Lee's army to the Potomac, reaching Williamsport on July 6, where it had a skirmish with the enemy under General Imboden, who were found in considerable force engaged in building a bridge over the river to facilitate their escape. In the attempt to seize this bridge, Major Medill was killed, while leading forward a portion of the 8th, dismounted as skirmishers. Sergeant Richard C. Vinson and Alfred C. Bailey were mortally wounded, and Private Gale Carter, Co. "G," was killed. At Boonsboro', the regiment again met and drove the Confederates, losing one man killed and several wounded.

During the pursuit to the Rapidan, the 8th was constantly skirmishing at Funktown, Falling Water, Chester Gap, the Rappahannock River, Poney Mountain, Raccoon Ford across the Rapidan, and various other points. On September 23, the regiment went into camp at Stevensburg, where it remained until October 10, when the retreat to Manassas commenced. On October 18, the 8th followed in pursuit of Lee, and then went into winter quarters at Culpepper.

On November 4, Major Beveridge left the 8th, to take command of the 17th Illinois Cavalry—a loss to the 8th most sincerely regretted by officers and men. In December, Colonel Gamble, who had been absent on leave, returned and took command of the First Brigade, Lieutenant-Colonel Clendennin commanding the 8th. In January, 1864, three-fourths of the regiment "veteranized," and returned to Illinois on furlough, being the first regiment to enjoy this privilege, leaving Culpepper on the 11th, and reaching Chicago on the 18th. They received a hearty welcome at Bryan Hall, and then proceeded to camp at St. Charles, Ill., where recruiting was actively carried on. On February 18, before its furlough had expired, the 8th left for Washington, reaching that city February 25; and being joined the following month by detachments of recruits, and some of the sick who had not been able to move in February. During March and April, the regiment was em-

ployed in camp and patrol duty at Washington. In May, Brevet Brigadier-General Gamble was assigned to the command of Camp Stoneman, near Giesboro'; Colonel Clendennin, with five companies of the 8th, went to Belle Plain, to guard communication between the Rapidan and Grant's army; Companies "C" and "F" were sent to Acquia Creek; Co. "D" was sent to Alexandria; and four companies remained at Washington. Major Forsyth reported to General Sheridan at the front, and served on his staff during the remainder of the war.

Thus broken into detachments, the regiment performed duty within the Department of Washington and elsewhere until July, when a portion marched from Washington, under Colonel Clendennin, to intercept Mosby, and effecting a junction with the remainder of the regiment, it performed excellent service. It then, July 13, followed in the pursuit of Early, and afterward went to Muddy Branch, on the upper Potomac, where a part remained scouting and a part was detached and sent to Port Tobacco, to guard the Potomac in that vicinity. In November, the regiment was united, and went into winter quarters at Fairfax Court House, where—with the exception of a brief expedition to Maryland, in April, 1865, after the assassination of President Lincoln, when the regiment took part in the search for Booth,—it remained until June 19, when it left for Missouri, reporting at St. Louis June 27 and 28. On July 17, the 8th was mustered out of service at Benton Barracks, and ordered to Chicago for final payment and discharge, which it received July 21, 1865.

WILLIAM H. MEDILL was born in Massillon, Ohio, November 5, 1835. In 1858, the family removed to Stark County, Ohio, where he remained on his father's farm until 1859, when he went to Coshocton, in the same State, to learn printing in his brother's office. From April, 1852, until the fall of 1855, he was employed on the Leader, published by his brother, Joseph Medill, in Cleveland, removing at the latter date from that city to Chicago. From 1855 until 1861, he was engaged with his brother James in the publication of the Prairie Farmer; in the establishment and publication of the Stark County Republican, at Canton, Ohio; and from the spring of 1859 to the spring of 1861, as compositor on the Daily Tribune, of which his brother Joseph was then the managing editor and part proprietor. On the 18th of April, 1861, he joined Barker's Dragoons, and with it proceeded to Cairo, remaining at Camp Defiance until the dragoons, having been selected by General McClellan six weeks later as his body-guard, left to join him at Clarksburg, Va., in June. With the dragoons, young Medill participated in the engagements at Buckhannon, Rich Mountain and Beverly, in July, and in August returned with them to Chicago, his term of service having expired. The dragoons were mustered out on the 20th of August, and on the 24th, Mr. Medill applied to General J. F. Farnsworth, at St. Charles, Ill., for permission to recruit a company for the 8th Cavalry, then in process of formation. Receiving permission, he recruited the "Fremont Dragoons" to the maximum in less than two weeks, and it became Co. "G," 8th Illinois Cavalry. He was unanimously elected captain of the company. General George Forsyth, now of the regular army, and Colonel D. J. Hynes were elected first and second lieutenants of the same company. In March, 1862, Captain Medill, with his company, joined in the advance on Manassas, and in the pursuit of the retreating enemy to the Rappahannock he had command of the leading squadron. Captain Medill was not patient with the inaction and want of energy displayed in the army. On June 25, 1862, he writes: "We have wasted a month here in inaction. Our army is doing two things—ditch-digging and dying. The sickness and mortality this hot weather, in these marshes, are terrible. * * * I am disgusted at the way this fine army is employed. One part is ditch-digging, and another stands guard over the plantations and property of slaveholders, whose sons are in Lee's army fighting us." On June 26, Captain Medill was engaged at Mechanicsville, and also at Gaines's Mill and Malvern Hill. He commanded the extreme rear-guard squadron during the retreat from the Chickahominy, and on reaching Yorktown took command of the regiment. On September 30, Captain Medill was commissioned major, and commanded the 8th through the ensuing campaign in Maryland, meeting and defeating the Confederate cavalry at Damascus, New Market and Boonsboro', at the latter place

charging successfully two regiments of Stuart's cavalry, capturing two guns and nearly two hundred prisoners, the Confederates leaving sixty-seven killed and wounded on the field in their precipitate flight. At Antietam he commanded the regiment; and after the enemy's retreat, the 8th led the cavalry in their pursuit. On January 1, 1863, Major Medill celebrated that day and the emancipation proclamation, by visiting, with a battalion of his cavalry, the surrounding plantations, and bringing into camp nearly one thousand "contrabands." Early in May, the regiment was divided into three battalions, one of which Major Medill commanded in the famous raid down the Peninsula. He also led the 8th Illinois at the Aldie Gap fight, greatly distinguishing himself in that engagement, capturing a Confederate lieutenant-colonel in single combat, in presence of his regiment. At Gettysburg he held a whole division of the enemy in check three hours at the opening of the battle and until reinforcements came up. In the pursuit of Lee's army, on July 6, 1863, Major Medill lost his life, while at the front, leading his regiment in an attempt to seize a bridge which the Confederates were throwing over the Potomac in the vicinity of Williamsport. He was struck by a Minie ball in the breast, which inflicted a mortal wound, and the following day was taken to the hospital at Frederick City, where he expired a week later, regretting only that he must die before he saw his country safe. He bitterly condemned the inaction of General Meade, whereby Lee's army escaped capture. He died July 16, 1863, and his remains were brought by his brother Joseph to Chicago, and interred with military honors in Graceland Cemetery. No braver man served or fell in the Union army, or one more devoted to his country's cause.

MAJOR JAMES D. LUDLAM, second son of Dr. Jacob W. Ludlam, was born in Cumberland County, N. J., June 22, 1833. He was educated a farmer, which occupation he followed until his removal to Chicago, in 1854. He engaged in mercantile pursuits in this city, in which he continued until the summer of 1861, when, with John L. Beveridge, he signed the muster roll of the 8th Illinois Cavalry, which was then being organized by Hon. John F. Farnsworth. When Co. "F" was organized, he was chosen first lieutenant; on the completion of the regimental organization, was appointed adjutant; and on the resignation of Captain Cleveland, was commissioned captain of Co. "F," his commission dating August 4, 1862. The same day, he was placed in command of a squadron, and participated thereafter in all skirmishes, battles, and marches of the 8th, until the Gettysburg campaign, when he was sick in hospital, at Georgetown. He re-enlisted, January, 1864, and, on March 4, was appointed major, and, in that position, shared the fortunes of the regiment, until his resignation in January, 1865.

NINTH ILLINOIS CAVALRY.

THE NINTH CAVALRY was organized at Camp Douglas, Chicago, in September, 1861, by Colonel Albert G. Brackett, of Rock Island, Ill., and was mustered into service on November 30. Among its field officers from Chicago, were Major Rosell M. Hough, formerly aide to General Hunter, with whom he had served in Missouri, and, later, colonel of the 67th Infantry; Major, William J. Wallis; Adjutant, John H. Carpenter; and Quartermaster, Samuel H. Price.

MR. PRICE was a native of Virginia, but received his education in the North, graduating from Amherst College, and afterward practicing law in Windsor, Vt. He removed to Chicago in 1854, and engaged in mercantile pursuits until the opening of the war, when he offered his services to Governor Yates, and was given the position of Quartermaster of the 9th Cavalry.

Co. "F" was recruited in Chicago, by Captain Bernard F. Stampoffski, an old and well known citizen, who had formerly served in the Florida War, for eight months, and as a member of Co. "F," Second U. S. Dragoons, was engaged in the battles of Palo Alto and Resaca de la Palma, in May, 1846. Lieutenant Erastus G. Butler, of the same company, served in Co. "E," 3d U. S. Artillery, in the Mexican War, and was at the battles of Monterey and Buena Vista. The officers of this company were exclusively Chicagoans during its whole term of service. Captain Charles S. Cameron, of Co. "K," abandoned a large and lucrative law business to enter the army. First Lieutenant Joseph H. Knox, Co. "K," son of Hon.

Joseph Knox, was a graduate of Williams College, and had just been admitted to the Bar when he joined the regiment. He served with the 9th until April 5, 1862, when he resigned, and was afterward appointed to a position on General Crittenden's staff, rendering valuable service at Stone River. First Lieutenant Charles T. Scammon, son of Hon. J. Y. Scammon, had just graduated from the Chicago University, when he joined the 9th Cavalry, and was elected lieutenant of Co. "L," serving in that capacity until promoted captain of Co. "H," January 15, 1863. During this time he also served on the staff of General Steele in Arkansas. Lieutenant Arthur M. Kinzie served with Co. "B" until the expiration of his term, September 30, 1864.

The 9th Illinois Cavalry left Chicago on February 17, 1862, and moved to Benton Barracks, St. Louis, and thence to Pilot Knob, where it commenced its long campaign in Missouri and Arkansas, as a part of the Third Brigade of General Frank Steele's division. With that command, it joined General Curtis's army at Jacksonport, Ark., on May 23, and, during June, participated in two serious skirmishes in the vicinity of the camp—losing twelve wounded and one missing at Waddell's Plantation, on June 12; and, on June 27, at Stewart's Plantation, two killed, and thirty-five wounded, Colonel Brackett being among the latter. On June 26, the Ninth, with Steele's division, commenced the march to Helena, Ark., arriving July 14. The troops suffered extremely during the march, from lack of water and rations, five men of the 9th dying from the hardships and privation endured. At Helena, the regiment was assigned to the Third Brigade, Fourth Division (Hovey's) of Steele's Arkansas Army. Two twelve-pounder mountain howitzers were assigned the regiment on September 15, which, under command of Lieutenant E. G. Butler, did good service during the expedition of General Washburn into Mississippi, of which the regiment formed a part. On January 9, 1863, it embarked with General Gorman at Helena, and proceeded up the White River to Duval's Bluff, which was found evacuated, and the expedition returned to Helena, arriving January 23. On April 7, the 9th moved to Memphis, and thence, on April 12, to Germantown, Tenn., where, with Colonel McCrill's brigade, it was employed in scouting and skirmishing in Southern Tennessee and Northern Mississippi through the entire summer, being engaged at Coldwater on July 28, at Granada August 18, Salem October 8, and at Wyatt October 13. In November, the regiment marched from LaGrange to Colliersville, Tenn., where it was assigned to Grierson's cavalry division, and on December 4, took an honorable and conspicuous part in the battle at Moscow, Tenn. On February 11, it marched with Generals Grierson and Smith into Mississippi, and was engaged on February 20 at West Point, February 21 at Okolona, and on the 23d at Mount Ivy. The following day it went into camp at Germantown, Tenn., where, on March 16, it re-enlisted as a veteran organization. On the 17th it marched to Memphis, and immediately returned to Illinois on veteran furlough.

On April 27, the regiment returned to Memphis, and, in June, a detachment, with Grierson's cavalry, accompanied General Sturgis on his disastrous expedition to Guntown, Miss., acting as rear guard on the retreat of his forces. During the expedition, the 9th lost five killed, twenty-three wounded and twelve captured, out of one hundred and sixty engaged. It also formed a part of the force of General Grierson in his expedition with General A. J. Smith, to Tupelo, Miss. The 9th, forming the cavalry advance, had a severe engagement

at Pontotoc, Miss., and was engaged July 14-15, at Tupelo and Old Town Creek, Miss. During August it accompanied General Giles A. Smith's expedition to the Tallahatchie, meeting the enemy on August 11, at Oxford, and, August 13, at Hurricane Creek, in the latter engagement losing four killed and several wounded. On September 4, it returned to camp at Memphis, and remained until September 30. Under Captain Blackburn, Co. "A," it then moved with General Hatch's division to Clifton, Tenn., where it crossed the Tennessee, and thence returned to near Florence, Ala., to meet the advance of Hood's army. On November 9, the regiment drove the enemy from a ford on Shoal Creek, which it was ordered to cross on the 11th, and strike the enemy in the rear. At the same time the brigade was to dislodge the enemy and cross at a lower ford. The command failed to dislodge the Confederates, who held the lower ford in force, but the 9th, by a sudden and unexpected attack on their rear, caused them to retire from their position sufficiently to allow the regiment to pass through their lines to the creek, which they re-crossed, and joined the brigade. On November 19, the brigade was ordered to advance from Shoal Creek to Bailey Springs. It crossed the creek and advanced a short distance, when it encountered General Buford's Confederate cavalry, which attacked and nearly surrounded it. The command, however, succeeded in re-crossing at another ford, and on the following day the retreat towards Nashville commenced. The 9th was engaged, November 24, at Campbellville, Tenn., in protecting the army train, and participated in the battles at Franklin and in front of Nashville. It then joined in the pursuit of Hood's army to the Tennessee River, and, at its discontinuance, moved to Huntsville, Ala., to Eastport, and finally to Gravelly Springs near Florence, Ala., where it went into camp January 10, 1865. On February 9, it again moved to Eastport, Miss., and remained in camp at that point until June 23, when it moved to Iuka, Miss.; thence, on July 4, to Decatur, Ala., and thence to Montgomery, Selma, and to Gainesville, Ala., arriving at the latter place August 20.

On October 31, 1865, it was mustered out of service at Selma, Ala., and ordered to Springfield, Ill., for final payment, arriving on November 8.

The 9th Illinois Cavalry marched twenty thousand miles, and was never employed in garrison duty after leaving Springfield in February, 1862.

SETH F. HANCHETT, sheriff of Cook County, has been a resident of Chicago for over twenty-seven years, most of which time he has held official positions of various kinds. After having served bravely and faithfully in the war, and leaving his left arm before Petersburg, Mr. Hanchett returned to Chicago in June, 1865, having just been discharged from the hospital at Washington. He was then employed for one year in the commission business, after which he was made superintendent of the Soldier's Home, but resigned in July, 1867, to accept the position of deputy sheriff under General John L. Beveridge. He was first bailiff in the County Court under Judges Bradwell and Wallace, and served as deputy sheriff under different administrations, until November, 1876, when Charles Kern was elected sheriff. From that time, for about a year, he, with W. H. Gleason, his present chief clerk, carried on a collection agency. Upon being elected clerk of the Probate Court, he retired from this business and gave himself to the duties of his new position until chosen, in the fall of 1880, to the more responsible office of sheriff. Mr. Hanchett is a member of the Grand Army of the Republic, the Union Veteran Club, and has been treasurer of the Union Veteran League since its organization. Sheriff Hanchett was born near Mayville, Chautauqua Co., N. Y., April 30, 1842, his parents being Joseph C. and Sabrina (Howard) Hanchett. His mother dying when he was nine years of age, he was left to the care of an uncle, occupying himself until fourteen years of age by working on the farm and laying up a modest educational store at the district schools. In the latter part of August, 1856, he reached Chicago, having determined to seek his

fortune in what was then the "Far West." But realizing the value of an education, young as he was, he took advantage of the presence of a relative at Marengo, Ill., and obtained another year's schooling at that place. After searching a few months for a location, he finally settled permanently in Chicago. He was employed by the North Chicago City Railway Company up to the breaking out of the war, when he joined the 9th Illinois Cavalry, as a private. He served with his command in the Southwest, until November, 1862, when he was seized with a Southern fever, and sent to the St. Louis hospital, his case being considered hopeless. But his strong constitution enabled him to withstand a fierce siege of sickness of about ten months' duration, and, during the latter part of 1863, he hastened to his old home, to join the 15th New York Cavalry. He served in the regiment under Generals Franz Sigel and Hunter, and was with Custer's division under General Sheridan, in 1864, in the Shenandoah Valley. He was also engaged in all the engagements before Petersburg, ending with the battle of Five Forks, April 1, 1865. In this last engagement, while charging the rebel lines, he was struck by the fragment of a shell and maimed for life, his left arm being subsequently amputated. In this, the third, last and triumphant charge, the rebel lines were broken, and the day saved for the Union forces. On June 27, 1867, he married Miss Lizzie L. Atkins, daughter of Robert J. Atkins. They have three children—Frank S., Seth R. and Bessie L.

EDWARD A. DAVENPORT was born in New York City, April 11, 1834, the son of Charles W. and Mary E. (Fitch) Davenport. On his father's side, he is a descendant of Rev. John Davenport, of Radcliff, England, who came to this country in the 16th century. On his mother's side, his great grandfather was commissioned Governor of Connecticut by royal appointment in 1754, and held his place for twelve years, until 1766, when the first Federal government was elected. His family moved to the State of Illinois, and settled in Henry County in 1837, where an investment in real estate was made. He received his early education in the schools of Henry County, and afterward attended school at Knoxville, Ill., and from there went to Rock Island, where he graduated, at the age of eighteen, and soon after opened a dry-goods store as a partner with his brother, whose interest he bought two years later, and continued the business alone until 1861, when he enlisted, at Cambridge, Ill., in Co. "C," 9th Illinois Cavalry. He remained in the service from September 10, 1861, until November 25, 1865, and for efficient military service was promoted, through the different ranks, to that of regimental commissary, with the rank of first lieutenant. He received his last commission on May 23, 1863, and remained with his regiment until November, 1864, when he was appointed on the staff of General Coon, as brigade commissary. He was an occupant of this position but a short time, when he was again promoted to division commissary under Major-General Edward Hatch, and remained with him until August, 1865, when he returned to his regiment, and was mustered out October 31, 1865. In 1866, he came to Chicago, and became connected with the Board of Trade, and held his membership for about ten years, and has been connected with the grain and commission business to the present time. He was married February 15, 1866, to Miss Elenora A. Soule, of Cambridge, Ill. They have three children—Edward A., Soule F. and Paul D.

TWELFTH ILLINOIS CAVALRY.

THE TWELFTH ILLINOIS CAVALRY was partially organized at Camp Douglas in September, 1861, and remained at that place until February 26, 1862, engaged in recruiting, drilling and perfecting its organization. At that time its rolls embraced nearly five hundred men—of whom nearly two-thirds were recruited in Chicago. The field officers, and nearly all the officers of Cos. "A," "B," "C," "D," "E" and "G" were from this city, as were those of Cos. "H" and "I," the old "McClellan Dragoons," originally "Barker's Dragoons," which was assigned to the 12th Cavalry, December 25, 1862. Co. "K," also from Chicago, was assigned to the 12th late in December, 1863.

Following is the original roster—including Cos. "F," "H," "I" and "K":

Field Officers.—Colonel, Arno Voss; Lieutenant-Colonel, Hasbrouck Davis; Majors, Francis T. Sherman, John G. Fonda; Adjutants, James Daly, William R. Carpenter; Battalion Adjutants, Jonathan Slade, Alexander Stewart; Quartermaster, Lawrence J. J. Nissen; Surgeon, John Higgins; Assistant Surgeon, John McCarthy; Chaplain, Abraham J. Warner; Commissaries, Moses Shields, Henry A. Johnson.

Line Officers.—Co. "A": Captain, Thomas W. Grosvenor; First Lieutenant, Philip E. Fisher; Second Lieutenant, William M. Luff. Co. "B": Captain, Andrew H. Langholz; First Lieutenant, Henry Jansen; Second Lieutenant, Charles Grimm. Co. "C": Captain, Stephen Bronson; First Lieutenant, William J. Steele; Second Lieutenant, George F. Ward. Co. "D": Captain, Richard N. Hayden; First Lieutenant, Charles Roden; Second Lieutenant, N. J. Kidder. Co. "E": Captain, John P. Harvey; First Lieutenant, Cephas Strong; Second Lieutenant, Edward Vasseur. Co. "F": Captain, Ephraim M. Gilmore; First Lieutenant, Henry L. Reans; Second Lieutenant, Dennis Palmer. Co. "G": Captain, Thomas Logan; First Lieutenant, John H. Clybourn (promoted captain); Second Lieutenant, Joseph Logan. Co. "H": Captain George W. Shears; First Lieutenant, George S. Phelps; Second Lieutenant, Oliver M. Pugh. Co. "I": Captain, David C. Brown; First Lieutenant, Edwin A. Webber; Second Lieutenant, George H. Sitts. Co. "K": Captain, Henry Jansen; First Lieutenant, Edmund Luff; Second Lieutenant, Charles L. Amet.

The regiment was formally organized and mustered into United States service at Camp Butler, Springfield, in February, 1862, and was then mounted and drilled until June 25, when it was sent to Martinsburg, Va., where its commander, Colonel Voss, was made post



commander. The garrison consisted of the 12th Illinois Cavalry, the 65th (Scotch) Illinois Infantry, Captain Phillips's battery, of Chicago, and the 52d New York Infantry.

Lieutenant-Colonel Davis, with a small force, was placed in command of one of the outposts on the Martinsburg and Winchester pike, about five miles from the camp of the regiment, and while on a scout, September 5, encountered and routed a superior force of the Confederate cavalry, at Bunker Hill, killing and capturing a considerable number. At daybreak on the 7th, the enemy, strongly reinforced, made an attempt to surround and capture Lieutenant-Colonel Davis and his command. The latter sent to Colonel Voss for reinforcements, who instantly put himself at the head of his cavalry, then in camp, a section of Captain Phillips's battery and a battalion of the 65th Infantry, under command of Major Wood, of Chicago, and hurried to the succor of his sorely pressed outposts. On the arrival of Co. "A," Captain Thomas W. Grosvenor, the detachment led by Lieutenant-Colonel Davis, advanced at once to meet the Confederate cavalry. Several squads were driven from the woods and roadsides, falling back to the main body at Darksville, followed closely by Captain Grosvenor's small detachment. At Darksville a severe skirmish took place, in which Captain Grosvenor was severely wounded. His valiant "forty" men continued the conflict, under command of Lieutenant-Colonel Davis, until the remainder of the regiment came up and the Confederates were driven from the field, retreating to Winchester, to which place they were closely followed by a detachment, under the command of Captain Bronson, sent in pursuit by Colonel Voss. Twenty-five of their number, including Lieutenant Carroll, of the Maryland battalion, a grandson of Charles Carroll, of Carrollton, were buried on the field, fifty were captured, with horses and equipments. Several of the 12th were mortally wounded, but none were killed. The regiment remained in Martinsburg until its evacuation, and then fell back to Harper's Ferry, on September 12. On the night of the 14th, the place being surrounded

by the enemy, the cavalry received permission to cut its way through, and make an attempt to reach the Army of the Potomac. The column, under the command of Colonel Voss, left Harper's Ferry at 8 o'clock p. m., followed the line of the Potomac to near Williamsport, Md., captured a train of one hundred and twelve wagons and a large drove of cattle belonging to Longstreet's command, and finally joined McClellan's army at Jones's Cross Roads. The regiment was then made an integer of the Fifth Brigade, Colonel Voss commanding. At Williamsport, the brigade remained until December 8, 1862, moving thence to Dumfries Station, Va., where it remained until January, 1863, making a successful stand under Lieutenant-Colonel Davis against a cavalry raid on the town by General Stuart, on December 28, 1862.

On the reorganization of the cavalry, Army of the Potomac, the 12th was assigned to the Second Brigade, Third Division Cavalry Corps, and Colonel Voss appointed brigade commander. In April, 1863, General Hooker organized the cavalry into two divisions, one of which was commanded by General Stoneman, and in which was the 12th Illinois, under Lieutenant-Colonel Davis. This organization participated in the cavalry raid which followed, and at Thompson's Cross Roads, on May 3, it was detached from the command of General Stoneman for an independent expedition. It marched on that day from the bank of the South Anna, penetrated a region never before occupied by Federal troops, burned railroad bridges, destroyed telegraphic communication, and reached the Virginia Central Railroad, at Hanover Station, on the 5th, and destroyed the railroad buildings and stores at that point. About thirty officers and men were captured and paroled at Hanover. Lieutenant-Colonel Davis says in his report of this expedition:

"At Tunstall Station (near the White House on the Richmond and Yorktown Railroad), a train of cars, filled with infantry and a battery of three guns, was run out to oppose us. I thought it best to make an effort to break through, before the men could be got out of the cars or the battery in position. I therefore brought up my two foremost squadrons, and ordered a charge, which was executed by them, Captain Roden with Cos. "D" and "G" taking the lead, and followed by Captain Shears with Cos. "H" and "I." This charge was made most gallantly. The infantry filled the embankment of the railway, and poured upon us a severe fire, but my men dashed up to the embankment in splendid style, and with carbines and pistols, responded to the fire with equal effect. It was, however, impossible to break through. There were formidable rifle-pits to the left of the road, and the enemy soon filled them, and we were forced to retire, with a loss of two killed and several wounded; among the latter, Lieutenant Marsh, who was among the foremost in the charge, and who received so severe a wound in the right arm that we were obliged to leave him in one of the neighboring houses. * * * Our total loss in this expedition has been two commissioned officers, and thirty-three enlisted men. We brought with us one hundred mules and seventy-five horses, captured from the enemy. We captured, in the course of our march, a much larger number, which we could not bring on. The amount of property destroyed is estimated at over one million dollars."

After the arrival of the regiment at Gloucester Point, it was engaged in a raid to within twelve miles of Richmond, and to Urbana, on the Rappahannock, and then re-joined General Hooker's army. While the regiment was in camp at Belle Plain in Virginia, Cos. "H" and "I" (formerly McClellan Dragoons) were assigned to the command. After the battle of Beverly Ford, on June 9, the 12th was assigned to Buford's (First) division, Gamble's (First) brigade, Pleasanton's cavalry corps, and participated in the engagement at Aldie Gap; and then proceeded to Gettysburg, where it arrived June 30, and occupied the place, after driving out two Confederate regiments.

After Gettysburg, the regiment was divided; one detachment being under General Kilpatrick, and joining in the pursuit of Lee's army. The detachment reached Williamsport July 6, where the Confederates were building a bridge across the river. The brigade charged on the enemy's pickets, drove them back, and pursuing them, participated in the many cavalry skirmishes and engagements which ensued, acquitting itself with bravery at Falling Waters, the Rapidan and at Stevensburg. It was then ordered to Washington, and, on November 20, 1863, was relieved from duty with the Army of the Potomac, was given thirty days' furlough, and ordered to Illinois to reorganize as a veteran regiment—this distinguished privilege being awarded to the 12th by the Secretary of War for "brilliant services in the field." It was the first cavalry regiment in the United States service permitted to return home to re-enlist.

The regiment reached Chicago on the evening of November 28, and had a grand reception at Bryan Hall, where patriotic and enthusiastic speeches were made, and a welcome awarded the 12th which showed that its course had been watched and warmly approved by the city and State. Adjutant-General Fuller was sent from Springfield, to thank the regiment in the name of the State for its services.

Following is the return roster, nearly all of whom are Chicago citizens:

Lieutenant-Colonel, Hasbrouck Davis; First Major, Thomas W. Grosvenor; Second Major, Stephen Bronson; Adjutant, James Daly; Quartermaster, L. J. J. Nissen; Surgeon, John McCarthy; Assistant-Surgeon, C. E. Wentworth; Commissary, Moses Shields; Chaplain, A. J. Warner.

Co. "A": First Lieutenant, William M. Luff. Co. "B": Second Lieutenant, Henry Lossburg. Co. "C": Captain William J. Steele commanding. Co. "D": First Lieutenant, Oliver Grosvenor commanding. Co. "E": First Lieutenant, Edward Vasseur. Co. "G": Captain, John H. Clybourn. Co. "H": First Lieutenant, Earl H. Chapman. Co. "I": Second Lieutenant, Clarence Aldrich.

After a brief rest, the regiment, which had been recruited to the maximum number of 1,256 officers and men, re-assembled at Camp Fry, and there remained until February 9, 1864, when it moved to St. Louis. From there, in March, it went to New Orleans, and thence up the Red River, to reinforce General Banks, participating, with considerable loss, in the engagements which marked his retreat from Alexandria. After returning to New Orleans, it went to Napoleonville, on the Bayou Lafourche, and, in September, joined General Lee's cavalry division at Baton Rouge. In November, with the 2d Illinois Cavalry, under the command of Colonel Davis, the regiment went on an expedition, with the division, to Liberty, Miss., where it was engaged in a severe action, in which the enemy was routed with loss. It subsequently participated in General Davidson's expedition against Mobile, and returned to Baton Rouge.

On January 7, 1865, it proceeded to Memphis, and joined General Osborne's division, where, by order, dated March 2, 1865, it was consolidated into an eight-company organization. The officers whose term had expired, or who were in excess of the number required, were mustered out of service, among which were the following from Chicago: Major Cephas Strong, First Lieutenant and Regimental Commissary Moses Shields, Captains William M. Luff, William F. Steele, and Charles G. Overocker, Lieutenant Charles F. Voss.

March 13, Colonel Davis was made brevet brigadier-general, having been acting brigadier for several months previously. The regiment was thenceforth under command of Colonel Hamilton B. Dox. In the

latter part of January, 1865, with Osborne's division, it made a raid through Southeastern Arkansas, and on its return to Memphis, remained on duty in the vicinity until June, when it was ordered to join General Custer's cavalry division, at Alexandria, La. With that command it marched to Texas, and reported at Houston to Major-General Mower, commanding the Eastern District, where it remained until it was mustered out of service on May 29, 1866.

COLONEL ARNO VOSS was born in Prussia, on April 16, 1821. After his immigration to this country he resided for some years in Ohio, and was there admitted to the Bar. In 1848, he removed to Chicago, and, in December of that year, became editor of the *Illinois Staats-Zeitung*. He was succeeded as editor, during 1849, by Herman Kriege, and thenceforth devoted himself to the practice of his profession, building up a large and lucrative business before the opening of the Civil War. In 1852, Mr. Voss was elected city attorney, and was re-elected in 1853. In the meantime he had identified himself with the German citizen soldiery of Chicago, having been elected adjutant of the "Chicago German Odd Battalion," in 1850, when that organization was a part of the 60th Regiment, Illinois State Militia. In 1854, he was made adjutant of the newly organized "Washington Independent Regiment," which offered its services entire to the Government at the opening of the war. This command being accepted only in part, Colonel Voss, in the month of July, 1861, became connected with the 6th Illinois Cavalry as its major, and, somewhat later, assisted in the formation of the 12th Cavalry Regiment, giving up his law practice, and devoting himself entirely to the service of his adopted country. On the organization of the 12th, at Camp Douglas, he was chosen its colonel, and commanded that regiment during its first campaign in Virginia, during the summer and fall of 1862. On the morning of the 12th of September, 1862, Colonel Voss's regiment, with other forces attached to General Julius White's command, fell back to Harper's Ferry, from Martinsburg, their late headquarters. The same night the place was surprised, and nearly all its garrison, under command of Colonel Miles, was captured, but Colonel Voss, having received permission to attempt to cut his way through the enemy's lines, with a force of about two thousand cavalry, including his own regiment, successfully accomplished the hazardous undertaking, arriving at Greencastle, Penn., with a loss of but one hundred and seventy-eight men, and finally joining McClellan at headquarters in Sharpsburg. Colonel Voss was obliged to leave the service at the opening of 1864, on account of ill health, and for a few years thereafter resided on his farm in Will County, Ill. In 1869, he returned to Chicago and resumed the practice of law, and is now one of the masters of chancery of the Circuit Court of Cook County, to which position he was appointed on December 1, 1880. He was elected a member of the Legislature from the Sixth Senatorial District, in 1876, and declined a re-nomination to the same position in 1878.

GENERAL HASBROUCK DAVIS, son of Hon. John Davis, United States Senator and Governor of Massachusetts, was born in Worcester, Mass., April 23, 1827. In 1855, he came to Chicago and commenced the practice of law, which he continued until the summer of 1861, when he joined with Colonel Arno Voss in raising the 12th Illinois Cavalry, and upon its organization was elected lieutenant-colonel. On the resignation of Colonel Voss, August 11, 1863, he was promoted colonel, and commanded the regiment, both before and after his promotion, in its most important actions. On March 13, 1865, he received his commission as brevet brigadier-general, and remained in active service until August, 1865, when he resigned. His military record is that of a brave, honorable and sagacious officer. After leaving the army, he became connected with the *Chicago Evening Post*, as editor, and subsequently removed to Massachusetts.

THE CHICAGO DRAGOONS.—The Chicago Dragoons were organized in 1856, by Captain Charles W. Barker. The company became a popular one in Chicago, but the expenses of keeping it up were so great that, just before 1861, it existed only in name. When Fort Sumter, was fired upon, however, the company revived, and was one of the first to offer its services to Governor Yates. It was accepted, reported at Camp Yates, and at the passage of the act on May 16, 1861, authorizing the formation of a cavalry regiment, was mustered into State service. The squadron was ordered to Camp Defiance, Cairo, and on its arrival was assigned to picket duty, which it performed for six weeks. It then re-enlisted in the United States service, and was transferred from

Cairo to Western Virginia, where it served as escort to General McClellan, participating in the battles of Philippi, Buckannon, Rich Mountain and Beverly. After remaining in the East, in service about three months, the dragoons returned to Chicago where they were mustered out of service August 20, and immediately consolidated with another company, under Captain Shearer, and re-organized as the McClellan Dragoons. The officers under the new organization were Charles W. Barker, captain; Thomas Braken, first lieutenant; Edwin A. Webber, second lieutenant; George W. Shearer, third lieutenant. They were mustered into service August 21, forty old members re-enlisting. After being for a short time attached to a regiment of regular troops, they were finally assigned to the 12th Illinois Cavalry, Colonel Arno Voss commanding, and thereafter served with that famous regiment.

THIRTEENTH ILLINOIS CAVALRY.

THE THIRTEENTH ILLINOIS CAVALRY was organized in the fall of 1861, at Camp Douglas, Chicago, by Colonel J. Warren Bell, under authority of the War Department of October 15, 1861, with the concurrence of Governor Yates of Illinois.

The roster of field and staff officers was as follows:

Colonel, Joseph W. Bell; Lieutenant-Colonel, Theobald Hart-



mann; Major, Lothar Lippert; Second Major, Charles A. Bell; Adjutant, Thaddeus S. Clarkson; Quartermaster, Emil Neuberger; Surgeon, Charles Storck; Chaplain, Abner W. Henderson; Commissary, Hall P. Talbot. These officers were all from Chicago.

The regiment remained at Camp Douglas until February, 1862, when it moved to Benton Barracks, near St. Louis, where it was armed and equipped. It immediately marched into Southeastern Missouri, and was engaged in scouting and fighting guerrillas there and in Northeastern Arkansas until June. The headquarters of the command were at Pilot Knob, Colonel Bell commanding both regiment and post. The different companies were at times widely separated; four, under Lieutenant-Colonel Hartmann, were near the Arkansas State line; one company was at Cape Girardeau, one at Ironton, garrisoning the fort, and the rest were at Pilot Knob. In June, the regiment joined General Curtis's army at Jacksonport, and was assigned to the Third Brigade, Brigadier-General W. P. Benton commanding, and First Division, Major-General Fred. Steele commanding.

The command formed the advance of General Curtis's army on its march through Arkansas, during which, the expedition with supplies having met with disaster, the army was almost on the verge of starvation. The command was then turned toward the Mississippi River, and, on the 7th of July, the Confederates were encountered at Bayou Cache or Cache River. Colonel Bell succeeded Colonel Hovey in command of the forces engaged, which, besides the infantry, consisted of the 5th and 13th Illinois Cavalry and two batteries of artillery. Brigadier-General W. P. Benton subsequently arrived and assumed command. Of this battle, John S. C. Abbott, the historian, says (*Harper's Magazine*, vol. 33, page 587): "But few have heard of the battle of Bayou Cache; and yet there was exhibited there mil-

itary discipline and bravery which could not have been surpassed on the world-renowned arenas of Austerlitz and Waterloo."

The enemy consisted of six regiments of Texas cavalry, who were totally routed, with a loss of over one hundred killed, besides the wounded and prisoners. The ground was strewn with the dead for over three miles. The enemy retreated, a running fight being kept up by the cavalry until night and bad roads prevented further pursuit.

The 13th Cavalry arrived at Helena July 13, and there remained until fall, when it returned to Missouri, and was engaged in active service during the following winter, succeeding in driving the Confederates from the State.

In May, 1863, the eight companies of the 13th were consolidated into three, under command of Major Lippert; but subsequently nine new companies were added, making a strong regiment of nearly twelve hundred men.

The 13th, with General Davidson's cavalry, left Helena in July, 1863, and proceeded west to Brownsville, where General Marmaduke was met and defeated August 24-25. The enemy was again defeated at Bayou Metre, August 27-28. There were also engagements at Austin, August 31, and at Bayou Metre, September 4. The 13th joined in the pursuit and reached Little Rock on the 10th, at the head of the army, being the first regiment to enter the captured city. The regiment participated in the pursuit of Price to the Red River and in various raids into Northwestern Arkansas, returning to Little Rock in the middle of October, where Major Lippert died on the 18th of that month.

The regiment then moved to Pine Bluff, fifty miles below Little Rock. At that time, new companies joined the regiment, and Major Albert Erskine, who had shared the fortunes of the old 13th from the first, was promoted to the rank of colonel, and assumed command of the regiment. During the remainder of the winter of 1864, the regiment remained at Pine Bluff. On the 23d day of March, 1864, General Steele evacuated Little Rock, and commenced his famous race with Price for the possession of Camden, Ark. The 13th participated in the engagements of Arkadelphia, April 1; Okolona, April 4; Little Missouri River, April 6; and at Prairie du Anne on the 10th April—the last battle being a severe one, the cavalry repulsing an attack by Marmaduke. It was also engaged at Camden and Jenkins's Ferry during the last of April.

The regiment left Camden April 27, and returned to Little Rock, and during the following summer was stationed at Pine Bluff. The 13th was assigned to post duty at Pine Bluff, whence detachments were sent to take possession of Monticello, Camden and Washington. The regiment remained in Arkansas until August 31, 1865, when it was mustered out of service and returned to Springfield, Ill., for final pay and discharge, arriving September 13, 1865. The regiment numbered at that time twenty-four officers and four hundred and ninety-eight men. There were on the muster rolls of the regiment, from its organization until its final discharge, the names of over twenty-one hundred officers and enlisted men.

The following sketches of the best known Chicago officers make an interesting addendum to the above:

BRIEF BIOGRAPHICAL GENERAL JOSEPH WARREN BELL was born in *Genese County, Tenn.*, December 25, 1814. He removed to *Sparta, Tenn.*, about twenty-one years old, studied law, was admitted to the bar, and practiced his profession there. He removed to *Nashville* in 1844, and came to *Chicago* in October, 1855. Here he was engaged in the banking business in 1856-57, when he

resumed his law practice. In 1857, he was appointed by Governor William H. Bissell, major and paymaster on the staff of Major-General John B. Beaubien, commanding the Sixth Division, Illinois State Militia. A few months later, he was promoted to the rank of lieutenant-colonel, and in August, 1858, became quartermaster of the division, with the rank of colonel. October 15, 1861, he received authority from the War Department to organize a cavalry regiment, of which he was to be the colonel commanding. He established his headquarters in Chicago, proceeded to raise his regiment, and, December 7, 1861, was commissioned colonel of the 13th Illinois Cavalry. The regiment was organized at Camp Douglas, near Chicago, the camp being at that time commanded by Colonel J. H. Tucker, who was relieved about December, 1861. Colonel A. G. Brackett, 9th Illinois Cavalry, being the senior colonel present, succeeded to the command. The 9th Cavalry left in January, 1862, and Colonel Bell succeeded to the command of the camp and post. February 13, 1862, he was ordered by Governor Yates to proceed to St. Louis with his regiment, and report to Major-General Halleck, commanding the Department of the Missouri. Colonel Bell proceeded to Benton Barracks, then marched to Pilot Knob, assuming command of the post, and continued thus to act from March to June, 1862. In June, he joined General Curtis's army, and was with that command in its famous march through the wilds of Arkansas. At the battle of Bayou Cache, or Cache River, July 7, 1862, Colonel Bell succeeded Colonel Hovey in command of all the United States forces, until the arrival of Brigadier-General Benton. Subsequently, he was in command of the Third Brigade, First Division. He ascended the Mississippi River to Missouri with his regiment, in the latter part of 1862; was with General Davidson in that campaign, engaging in the battles and skirmishes; and finally succeeded in driving General Marmaduke and his rebels from the State. At the close of the war, Colonel Bell was promoted to the rank of brigadier-general by brevet, for "gallant and meritorious services during the war." In 1864-65, General Bell was solicitor of the Department of the Missouri. In 1867-69, he was Special Agent of the United States Treasury Department, under Secretaries McCullough and Boutwell. He then resumed the practice of law, having many cases before the Court of Claims and in the Supreme Court of the United States. After the war, his residence, for the greater part of the time, was in Washington, D. C., where he died, in January, 1879.

LIEUTENANT-COLONEL THEOBALD HARTMANN was born in Bernheim, Germany, and was thirty-five years of age when the 13th left for St. Louis. He was attached to the Bavarian cavalry in 1848, and, during the revolution of 1849, was taken prisoner and kept in close captivity for six hundred and twenty-three days. He then made his escape, and, with other refugees, came to this country. When the Rebellion broke out, in company with Colonel Knobelsdorf, he raised the 44th Illinois Volunteers, in which he held the rank of captain. Before that regiment left, he received authority to raise a battalion of cavalry, which was long and favorably known as "Hartmann's Dragoons." He was a most thorough officer, having had the advantage of a long experience in the cavalry service.

MAJOR CHARLES A. BELL, a son of the General, was one of the original Ellsworth Zouaves, the 11th New York Infantry. He was a first lieutenant, and in July, 1861, was a captain in the 3d Pennsylvania Cavalry, being present in several skirmishes upon the Potomac. In February, he was promoted to the rank of major of the 13th Illinois Cavalry, and served with his regiment in the campaigns in Missouri and Arkansas.

BRIEF BIOGRAPHICAL GENERAL ALBERT ERSKINE was born in Bristol, Maine, June 27, 1832. He became a resident of Chicago before the war, and, on the organization of the 51st Illinois Infantry, enlisted as a private, August 20, 1861. On the 13th of November, following, he was elected first lieutenant of Co. "E," 13th Cavalry, and on August 8, 1862, was promoted captain. He was promoted Major of the regiment on October 18, 1863, on the death of Major Lippert, and, on the reorganization of the 13th at Pine Bluffs, Ark., on April 11, 1864, was promoted colonel. On March 13, 1865, he was brevetted brigadier-general for gallant and meritorious services, having been mustered out of service at the discontinuation of the cavalry division, in January, 1865. On his return to Illinois, he was employed for a time in the Adjutant-General's office, and, later, was appointed chief clerk in the United States Assessor's office in Chicago. He died in Chicago, in 1876.

MAJOR LOTHAR LIPPERT was born in 1831, near Wurtzburg, Bavaria. At the age of seventeen, he voluntarily entered the army as a private, and served until 1859, when he resigned as first lieutenant, 5th Battalion of Sharpshooters, Bavarian army, and emigrated to the United States. He located immediately in Chicago, and engaged in mercantile business until the outbreak of the Rebellion, when he left his business and raised a company of infantry for the three-months' service. Not securing its acceptance by the Government, he joined with Colonel Charles Knobelsdorf in raising the 44th Illinois Infantry, and at its organization was elected cap-

tain of Co. "E," which he commanded during the campaign of 1861 in Missouri. Soon after the 13th Illinois Cavalry was organized, he was commissioned first major of the regiment through the instrumentality of Lieutenant-Colonel Hartmann, and joined the regiment in March, 1862, taking command of the First Battalion, then in Southeastern Missouri. His superior military ability attracted the attention of General J. W. Davidson, commanding the district of Southeastern Missouri, who appointed him assistant inspector-general on his staff, which position he occupied through the campaign of 1862-63, re-joining his regiment in the spring of 1863. He was severely wounded near Patterson, Mo., being disabled for some months. As soon as he could mount his horse he joined his command, and participated in the various cavalry fights which occurred during the advance of Steele's army on Little Rock. His health was undermined by his incessant activity and persistency in remaining at his post when suffering from illness, and, during a severe and protracted raid after the capture of Little Rock, it utterly failed, and he was taken back, in an ambulance, to that city, where he died on the 18th of October, 1863.

ADJUTANT THADDEUS S. CLARKSON was a native of Pennsylvania, and received his education in Maryland. He was an old resident of Chicago, having previously enlisted as a private in the Chicago Light Artillery. At the time of his departure he was twenty-two years of age. He was a brother of Rev. R. H. Clarkson, formerly rector of St. James Church, Chicago.

ADJUTANT W. WERTHER was born in Poland, in 1834, and received his education at a military academy. He served three years in the Prussian army as a commissioned officer. When the Rebellion broke out, he gave up a profitable business, and enlisted.

CAPTAIN JOHN E. KIMBERLY, commanding Co. "A," is well known in Chicago. He served with distinction in the Mexican War, and was with his company of the 13th Cavalry in all its battles and marches until he resigned. After the war he returned to Chicago and obtained a responsible position in the post-office, which he still holds.

CAPTAIN HENRY M. PETERS, commanding Co. "B," served with credit until the fall of 1862, when he resigned, and has since lived in Chicago. He is well known in political circles, and was for several years Warden of the Cook County Poor-House.

CAPTAIN ERNST F. RIEDEL, of Co. "C," after serving faithfully with his company, returned to Chicago and engaged in business. He died about 1882.

BREVET MAJOR WILLIAM W. BELL, captain commanding Co. "D," a son of General Bell, was nineteen years old when the war commenced. He recruited his company for the 13th Cavalry, and was with the regiment in its battles and marches in the campaigns of General Curtis in Missouri and Arkansas. Captain Bell was promoted to the rank of major, by brevet, at the close of the war, his commission from the president reading, "for gallant and meritorious services in the battle of Cache River." At the close of the war he was, for several years, chief deputy collector of internal revenue in Chicago, and afterward was engaged in the banking business.

BREVET MAJOR ROBERT G. DYHRENFURTH, first lieutenant of Co. "D," was promoted to the rank of captain, and after being mustered out, at the consolidation of the regiment, raised a company for the 17th Illinois Cavalry, of which he was captain. He subsequently was promoted major by brevet "for gallant and meritorious services during the war." In 1865, he went to Europe and graduated at the University of Heidelberg, where he received the degree of Doctor of Laws. He then returned to the United States, obtained a clerkship at Washington, and rose, by competitive examinations and upon merit alone, from an ordinary clerkship to be examiner, principal examiner, and examiner-in-chief in the United States Patent Office, and is now assistant commissioner of patents.

KEYES DANFORTH was a corporal in Co. "F." In 1865, he was captain of Co. "K," and was detailed as aide-de-camp on the staff of Brigadier-General Powell Clayton. When General Clayton became Governor of Arkansas, after the war, he appointed Captain Danforth Adjutant-General of the State, with the rank of brigadier-general. In 1876, General Danforth removed to Colorado, and was appointed Clerk of the Supreme Court of that State. He died there about 1881.

SIXTEENTH ILLINOIS CAVALRY.

The nucleus of the 16th Cavalry were two German companies, organized in Chicago; one (the Washington Light Cavalry) on July 19, 1858, by Captain Frederick Schaumbek; the other (Thielemann's Dragoons), early in the spring of 1861. Captain Schaumbek's company was one of the first offered to Governor Yates after his call for volunteers,

reporting at Camp Yates prior to the passage of the special act of the State Legislature, passed May 3, 1861, and authorizing a cavalry regiment. Upon the passage of the act, the regiment was immediately mustered into State service—forming one of the battalions of five companies accepted during the month. Lieutenant-Governor Hoffman taking a special pride in the interest of the company, it adopted the name of "Hoffman's Dragoons," in his honor. Mr. Hoffman presented it with an elegant stand of colors at the time, which was received, in behalf of the company, by Arno Voss, formerly a member of the Washington Independent Cavalry. At the time of its entering the service, the company numbered ninety-five men, including officers, of whom sixty-five (all residents of Chicago) had been in military service in Europe.

Following is the original company roster:

Captain, Frederick Schaumbek; First Lieutenant, A. Rittig; Second Lieutenant, William Warner; Third Lieutenant, John G. Rolli; First Sergeant, Julius Jaehne; Second Sergeant, F. Marx; Third Sergeant, G. Sheef; Fourth Sergeant, L. Rodemeyer; First Corporal, Benedict Weinger; Second Corporal, H. Klein; Third Corporal, L. Von Look; Surgeon, W. Burchevard.

The company was accepted by the Secretary of War for three years' service, on June 21, and was nominally assigned to the 1st Illinois Cavalry. The dragoons had neither been armed nor paid for the time they had been in State service, and refused to take the oath mustering them into United States service, until arrears due had been paid and they could be suitably equipped, saying, properly enough, that the consequences of sending unarmed companies among enemies had been seen at Baltimore, and that they had had too active service in Mexico and Europe to believe it possible to fight with stones. On receiving their pay, and a promise of arms, they willingly took the oath, and were mustered into service for three years.

Thielemann's Cavalry company was organized in Chicago in the early summer of 1861. The following was the original roster of officers:

Captain, Christian Thielemann; First Lieutenant, Berthold

Ch. Thielemann

Marschner; Second Lieutenant, Matthew Marx; Orderly Sergeant, James W. Lavigne; Quartermaster, Milo Thielemann; Sergeants, V. Gravenstein, Matthias Thielemann, Charles G. Bausenbach, Henry Williams.

The company was accepted by the Governor on July 2, and immediately ordered to Paducah, where it remained until the fall. On November 1, Captain Thielemann was commissioned major, with command of a battalion composed of his own company of dragoons, then commanded by Captain Berthold Marschner, and a company recruited and commanded by Captain Matthew Marx. Captain Schaumbek's company was subsequently added to Thielemann's command, which, as

Fr. Schaumbek Major

"Thielemann's Cavalry," participated in the earlier campaigns of the army of the Tennessee.

In September, 1862, the War Department authorized

the extension of the battalion—then in camp at Springfield—to a regiment. The new companies were recruited during the winter of 1862-63, and the organization completed the subsequent June,—the following being the roster:

Field Officers.—Colonel, Christian Thielemann; Lieutenant-Colonel, Robert W. Smith; Majors, Frederick Schaumbeck, Milo Thielemann; Adjutant Joseph Gothelf.

Line Officers.—Co. "A": Captain, William H. Dorchester; First Lieutenant, Valentine Grebenstein. Co. "B": Captain, Milo Thielemann; First Lieutenant, George Hamilton; Second Lieutenant, William S. Kelly. Co. "C": Captain, Julius Jaehne; First Lieutenant, John F. Marx; Second Lieutenant, Herman Scharenburg. Co. "D": Captain, Benedict Weinger; First Lieutenant, John Hoffmann; Second Lieutenant, Frederick Herfurth. Co. "I": Captain, Francis Jackson. Co. "K": Captain, Nathan C. Goodenow. Co. "L": Captain, Edward A. Wolcott.

In October, 1863, the 16th Cavalry was ordered to Knoxville, Tenn. On its arrival, a detachment, under Colonel Thielemann, was dispatched to garrison and hold the post at Cumberland Gap; a battalion, under Major C. H. Beers, was sent up Powell's Valley toward Jonesville, Va.; and the remainder, under the command of Lieutenant-Colonel R. W. Smith, formed a portion of Burnside's force, participating in the defense of the city in November and December. On Longstreet's retreat from Knoxville, he attacked Major Beers's command near Jonesville, January 3, 1864, which, after holding its ground for ten hours against three brigades, and losing heavily in killed and wounded, was compelled to surrender. The battalion numbered three hundred and fifty-six men and fifty-six officers, less than two-thirds of whom survived the horrors of their long captivity at Andersonville, while those who lived to be exchanged reached home in a condition almost as bad as death. Second Lieutenant Samuel Osgood, Co. "L," was killed in the engagement at Jonesville.

At the conclusion of the campaign in East Tennessee, the regiment was ordered to re-cross the Cumberland Mountains and report at Camp Nelson, near Nicholasville, Ky., where it was re-mounted, and, as a part of General Stoneman's cavalry corps, left to join Sherman in Georgia, during the latter part of April. It arrived at Red Clay, Ga., May 10, and on the 12th was engaged in the battle of Varnell's Station, where Lieutenant Herfurth and twelve men were wounded and captured. It participated in the entire Atlanta campaign after May 10, taking part in the battles before Resaca, Dalton, Marietta, Kenesaw Mountain, Burnt Hickory, Peach Tree Creek, Allatoona Pass, Atlanta and Jonesboro'. Major Frederick Schaumbeck, of Chicago, the first officer of the regiment to enlist in the service of Government, was killed in action, August 3, near Atlanta. At the conclusion of the campaign, the regiment returned to Decatur, Ga., where it remained until September 14, and was then ordered to Nicholasville, Ky. On its return, it was ordered to Waynesboro', near the Tennessee River, and a few days later fell back to Columbia, reaching that place November 24, after a running fight of three days with the advance of Hood's pursuing army. On arriving at Columbia, it was found that the enemy was attempting to cross Duck River at fords above the town, and the 16th, with small detachments from the 8th Michigan and 8th Iowa, under command of Colonel R. W. Smith, was sent to defend the crossing, which was successfully done, the position being held six hours against a vastly superior force. After its return to camp at Pulaski, on the termination of the pursuit, it was engaged in scouting duty until March, 1865, and, from that time until June, was successively at Spring Hill, Franklin, Columbia and Pu-

laski, Tenn., and at Holton, Ala., with detachments at Courtland and Decatur. On June 18, it concentrated at Pulaski, and on July 2, was ordered to Franklin, where it remained, employed in scouting and guard duty, until ordered to Nashville, where it was mustered out of service August 19, 1865. It arrived at Chicago August 23, for final payment and discharge, the Chicago officers at that time being Colonel Robert W. Smith, Lieutenant-Colonel Nathan C. Goodenow, Second Major Francis Jackson, Captain Frederick Herfurth, Co. "D."

The original force of the 16th was twelve hundred men. It received one hundred recruits, and at its discharge could muster only two hundred and eighty-three men—its casualties amounting to nearly one thousand. During its term of service the regiment marched about five thousand miles and engaged in thirty-one battles and numerous skirmishes.

SEVENTEENTH ILLINOIS CAVALRY.

In the fall of 1863, General John F. Farnsworth obtained permission from the War Department to raise the 17th Cavalry Regiment in Illinois, and at his invitation, and by the consent of Governor Yates, Major John L. Beveridge, of Evanston, undertook the recruiting and organization of the same, resigning his position in the 8th Cavalry for the purpose, on November 2, 1863. The 17th regiment was organized at St. Charles, Ill., nine companies being mustered into service on January 22, 1864, and the remaining three on February 12, 1864.

The following officers of the 17th were residents of Chicago or Cook County:

Colonel, John L. Beveridge; Lieutenant-Colonel, Dennis J.

John L. Beveridge

Hynes; Major, Hiram Hilliard; Adjutant, John A. Hynes. Co. "A": Captains, Francis Beaufort, Francis LeClair, and Scott W. Harrington; Lieutenants, Lyman S. Rowell and James B. Downs. Co. "B": Captain, Samuel H. B. McReynolds; First Lieutenants, Jonas L. Buck and Cyrus Smith; Second Lieutenant, Douglas W. Scott. Co. "K": Captain, Edward F. Grosvenor; First Lieutenant, Robert Sonders. Co. "L": Captain, Robert G. Dyhrenfurth.

The regiment moved from St. Charles to Alton, where it was employed, while awaiting its equipments, in guarding Confederate prisoners. Soon after the arrival of the regiment at Alton, the first and second battalions, under Majors Hilliard and Matlack, were ordered to Missouri,—the former to Weston, the latter to Glasgow. The third battalion remained at Alton, with regimental headquarters, until September, 1864, when it moved to Jefferson City, Mo., where it was joined by Major Matlack's detachment and one squadron of Major Hilliard's. The regiment, Colonel Beveridge commanding, reported to General John McNeil, at Rolla, Mo., to take part in the defense of Missouri and Kansas against the great raid just inaugurated by General Price. On September 27, General Ewing was attacked by two divisions of Price's army at Pilot Knob, and after defending the position from daylight until night, evacuated Fort Davidson, not being in sufficient force to hold the lines of retreat, and fell back toward Rolla, Mo., intrenching himself at Harrison on the 29th, where his command was attacked by the pursuing Confederates.

To save General Ewing from capture, and check the enemy, Colonel Beveridge moved from Rolla with the 17th and relieved the beleaguered garrison. The delay of Price's northward march at Harrison, enabled the military commanders in Missouri and Kansas to make preparations for still further arresting and foiling his movements, and much credit was due the 17th for its share in this result, the Legislature of Missouri publicly thanking Colonel Beveridge and his command. On October 11, the enemy was encountered at Booneville, and his skirmishers driven in, the cavalry then resting in line of battle until morning. On the morning of the 12th, Colonel Beveridge's brigade opened the attack, and afterward covered the backward movement of the division, guarding the bridge over which it was obliged to pass until the last troops were over. At the reorganization for the continuation of the campaign, Major-General Pleasanton having general command, the 17th, Colonel Beveridge commanding, was in McNeil's brigade. On the morning of the 19th, General Blunt, with Kansas troops, was attacked at Lexington, and the following day fell back to Independence, where another engagement took place, in which the cavalry attacked Price's rear guard, captured several pieces of artillery, and routed the Confederates. They were again defeated on the morning of the 25th, at the crossing of Mine Creek, Kas., the two divisions of Marmaduke and Fagan forming the right and left wings, and the whole under the personal command of General Price. Generals Curtis and Blunt, with their commands, aided by Pleasanton's troopers, swept the whole Confederate force back to the south bank of the creek, and again toward the Osage, with the loss of Major-General Marmaduke and Brigadier-Generals Cabell, Slemmon and Graham, besides a large number of regimental officers, eight hundred privates and nine guns. On the 28th, the command reached Newtonia, and then returned to Springfield, Mo., thence to Cassville, and then back to Rolla, which point was reached November 15, the regiment having marched, during the campaign of forty-three days, over one thousand miles, and suffered the loss of six hundred horses.

In the early winter of 1865, Colonel Beveridge was brevetted brigadier-general, and placed in command of a military district in the Department of Missouri, with headquarters at Cape Girardeau. Lieutenant-Colonel Dennis J. Hynes, chief of cavalry of the North Missouri District, of General C. B. Fisk's staff, was relieved and returned to the regiment, for a time being in command of a military sub-district, with headquarters at Pilot Knob, Mo. Major Hiram Hilliard was placed in command of the regiment, and Major L. C. Matlack detailed, by order of General Dodge, as provost marshal of the District of St. Louis. Major Philip E. Fisher was made chief of cavalry for the District of Rolla.

The 17th, having been re-mounted, was ordered, under command of Lieutenant-Colonel Hynes, to Cape Girardeau, Mo., in April, 1865, and in May, served as escort to Captain J. F. Bennett, and Lieutenant-Colonel Davis, on their embassy to Jonesboro', Ark., to arrange terms with Jeff. Thompson for the surrender of his forces. The negotiation was concluded at Jacksonport, Ark., on June 5. The following month, the regiment was ordered to Kansas, the second battalion under Major Matlack being detached for service against the guerrillas of Central Missouri, with headquarters at Glasgow, Howard Co., Mo. After two months' service the detachment moved to Kansas, where the regiment had occupied posts along the plains through the sum-

mer, and the united command was mustered out of service at Leavenworth in November and December, 1865.

By order of the Secretary of War, Colonel Beveridge was retained in the service as president of a military commission, and was mustered out on February 6, 1866.

EX-GOVERNOR JOHN L. BEVERIDGE was born in the town of Greenwich, Washington Co., N. Y., July 6, 1824, a son of George and Ann Beveridge. He was reared upon a farm; in the winter attending the district school, where he mastered the common branches and obtained a taste of the higher studies. In the spring of 1842, when in his eighteenth year, his father's family moved to DeKalb County, Ill. During the next three years, by great persistency, he managed to obtain a year and a half of solid schooling—his academic education—at Granville (Putnam County) Academy and at Rock River Seminary, located at Mt. Morris, Ogle County. In the fall of 1845 he started out to make a place for himself in the world. His first experience was in teaching school in various counties in Tennessee. Next, he commenced to read law, and was admitted to the Bar. In the fall of 1849, through the mismanagement of his associate, he lost what little he had accumulated, and was left in debt. Two years later, having paid his creditors, he, with his wife and two children, went back to his father's house in DeKalb County, and soon afterward made arrangements to enter a law office in Sycamore. In the spring of 1854, he removed to Evanston, then just planted. Dr. Judson, his father-in-law, was the financial agent of the Northwestern University, and during Mr. Beveridge's first year's residence in Evanston, he occupied himself with business connected with that institution. In the spring of 1855, he opened a law office in Chicago, and continued his profession until the summer of 1861, slowly improving his condition and laying the foundation for a successful and remunerative practice. The war record of Governor Beveridge commences with his enlistment, August 27, 1861. He recruited Co. "F," 8th Illinois Cavalry, which several of the citizens of Evanston joined, and in September was unanimously chosen captain of the company. The next day he was selected by the line officers as one of the majors of the regiment. In October, the regiment was ordered to Washington, participating afterward in all the battles fought by the Army of the Potomac. Under General Stoneman he was in the advance upon Richmond. Upon the retreat of the army from the James River, his regiment was in the rear of the retreating forces, and his battalion the extreme rear guard. The 8th Regiment was the only cavalry force which crossed the river at Fredericksburg, and Major Beveridge led the force at Gettysburg, Williamsport, Boonsboro', Funkstown, Falling Waters, and between the Rappahannock and Culpepper. He resigned his commission in November, 1863, for the purpose of organizing the 17th Illinois Cavalry, of which he was commissioned colonel in January, 1864. He remained in command of it until October, 1865, when he was ordered to St. Louis to preside over a military commission for the trial of military offenders, and was finally mustered out of service February 6, 1866. Colonel Beveridge was brevetted brigadier-general for gallant and meritorious conduct on March 7, 1865. On his return to civil life he resumed the practice of his profession, and in the summer of 1866 he was elected by the Republicans to the office of sheriff of Cook County. He served the two years' term, then resumed the practice of law, and in November, 1870, was elected State senator from the Twenty-fifth District. He served during the winter of 1871 and at the special sessions of May and October. Receiving the nomination of his party for Congressman-at-large, he resigned his senatorship, and was elected to Congress in November, 1871. In November, 1872, he was elected lieutenant-governor, and in January, 1873, resigned as Congressman to enter upon the duties of his new position. On the 10th of January, 1873, he took the oath of office, and upon the resignation of General Oglesby as governor, who had been elected United States Senator, General Beveridge became governor of the State.

ARTILLERY.

OLD BATTERY "A," CHICAGO LIGHT ARTILLERY.—As early as May, 1854, a company, called the Chicago Light Artillery, was organized in the city by James Smith, first lieutenant of Captain Swift's "Chicago Hussars and Light Artillery," at the organization of that company in 1847. The first officers of the Chicago Light Artillery, elected May 5, 1854, were: James Smith, captain; Ezra Taylor, first lieutenant; E. W. Hadley, second lieutenant; H. S. Spears, commissary.*

*For full roster, see vol. I, page 285.

In the spring of 1861, Colonel Ezra Taylor, of the Sixtieth Regiment, I. S. M., reorganized the Chicago Light Artillery, or recruited a second company to be attached to it—the two being thereafter known as Batteries “A” and “B.” On April 19, 1861, the day that the first Union troops were fired upon in the streets of Baltimore, Governor Yates, of Illinois, was ordered by

James Smith

the Secretary of War to send troops to Cairo to hold that important point. General R. K. Swift, of Chicago, in turn, was ordered by the Governor to arm and equip as quickly as possible, as strong a force as he could raise, also a company of artillery, “ready to march at a moment’s warning.”

In three hours after this order was received in Chicago, Co. “A” was recruited to full strength—about one hundred and thirty men—and ready to march under the command of the following officers: Captain, James Smith; First Lieutenant, Charles M. Willard; Second Lieutenant, Francis M. Morgan; Third Lieutenant, John R. Botsford.

At 11 o’clock on the 21st, forty-eight hours after receiving the dispatch, General Swift left Chicago with a force of four hundred and forty-six infantry (Chicago Zouaves, and Chicago companies of Captains Harding, Kowald and Mihalotzy), Co. “A,” Chicago Light Artillery—four six-pounder guns and one hundred and thirty men. The battery was unprovided with shell or canister, but well provided with slugs, which it was able to use with good effect. On arriving at Big Muddy Bridge, on the Illinois Central Railroad, about 4 o’clock on the afternoon of the 22d, one section of the battery, under Lieutenant Willard, was detached and, with Captain Harding’s Zouave company, was left to guard the bridge and vicinity. The remainder of the battery proceeded to Cairo, where its services were called into requisition on the 24th, to prevent traffic in contraband property between St. Louis and the rebellious States below Cairo. On the morning of the 24th, the steamers “C. E. Hillman” and “John D. Perry” left St. Louis, laden with arms and munitions for southern secessionists. Colonel B. M. Prentiss, who arrived at Cairo and took command of the forces there the same morning, was ordered by the Governor to stop these boats at Cairo and seize all goods that were contraband of war. He delegated the duty to Captain Smith, of the battery, and to Captain Joseph R. Scott, of the Chicago Zouaves, and these two young officers, with their companies, gladly performed it, boarding the vessels when they neared Cairo and confiscating large quantities of arms and ammunition. This act was approved by the War Department, and further shipments to ports hostile to the government were forbidden.

Battery “A” was mustered into United States service for three months, at Cairo, under a special act of the State Legislature, passed May 2, and during that term of service remained at Camp Smith, on the Mississippi River, about three miles above Cairo, where the company was thoroughly drilled, and won an enviable reputation for discipline and soldierly conduct. The surroundings at Cairo were uncomfortable at best. One of the company dismally writes that they “not only live through the day in mud and water, but sleep in it.”

Cairo proper, where Camp Defiance was located, is described, May 22, 1861, as a

“Narrow peninsula or long point, sunken ten to twenty feet below the level of the rivers which meet at this point, and only preserved from inundation by a narrow wall, or levee, of mud. Along the inner bank of the levee, from the point at the junction of the two rivers (Mississippi and Ohio), and extending back a half-mile or more on the Mississippi shore, near Camp Defiance, are the principal barracks for the infantry and artillery. The camp of the Chicago Dragoons was up the river, from the point about two miles. Another mile up was Camp Smith, and that of the Lincoln Rifles close beside it. Here, several acres were cleared for drill ground, and the men were well employed, and consequently enjoyed better health than some of the companies nearer the point.”

Captain Smith, being obliged to resign the command of the battery on account of ill-health, was succeeded by First Lieutenant Charles M. Willard, under whom it was reorganized and mustered into United States service for three years, July 16, 1861. Following is the original roster:

Captain, Charles M. Willard, promoted major; Senior First Lieutenant, Francis Morgan, promoted captain; Junior First Lieutenant, Peter P. Wood, promoted captain; Senior Second Lieutenant, Edgar P. Tobey; Junior Second Lieutenant, John W. Rumsey, promoted senior first lieutenant.

On September 5, the battery left Cairo, with General Grant’s forces, for Paducah, where it arrived on the morning of the 6th, and took possession of the place without firing a shot, the Confederate troops leaving by railroad as Grant entered the town. The battery remained at Paducah, with the forces under General C. F. Smith, until in February, 1862. It was supplied by General Fremont with two additional pieces, at General Grant’s request. It then moved to Fort Henry, forming a part of the expedition under Grant and Foote for the reduction of that fort. After the surrender of the fort, it occupied Fort Heiman, on the opposite side of the Tennessee, until February 13, when it moved, under command of Lieutenant P. T. Wood, with Grant’s forces, toward Fort Donelson, before which stronghold it arrived on the 15th.

On the 16th, the battery, still attached to General Lew Wallace’s division, was by him ordered to take position between the retiring forces of General McClelland and the enemy, pressing fast upon their rear, and hold the road against the advance of the Confederates. The regiments of Thayer’s brigade were posted in the woods to the right and left. Scarcely had Lieutenant Wood placed his guns in position, when the rebels charged straight up the road and through the woods on either side—Battery “A” and the 1st Nebraska, on its right, being the principal points of attack. As to the manner in which this charge was repelled, General Lew Wallace says: “They met this storm, no man flinching, and their fire was terrible. To say they did well, is not enough—their conduct was splendid. They alone repelled the charge.” Colonel Thayer, in his report of the battle, also gives the entire credit of driving back the enemy, and saving the retreating forces of McClelland, to Battery “A,” the 1st Nebraska Volunteers, and to one company of Illinois Volunteers on the left of the battery. This was the last attack of the Confederates upon the Union line.

Honorable mention of the services of the battery at Shiloh, April 6–7, 1862, is made in the report of Major Ezra Taylor, chief of artillery on Sherman’s staff. In the fight on Sunday, the battery was so disabled as to be able to work but three guns, although it lost none. One-third of its members and one-half of its horses were disabled.

After the battle of Shiloh, Battery “A” was for a time in the reserve corps of General McClelland, and

was then, with General Wallace, sent across the country to Memphis, where it became permanently attached to the command of General W. T. Sherman, being assigned to his Second Division, commanded by General Morgan L. Smith. With the Fifteenth Corps, it took part in the battle at Chickasaw Bayou, December 27-28, 1862, and rendered effective service in the capture of the enemy's works at Arkansas Post, January 11, 1863. It accompanied Sherman in his feat on Haines's Bluff, April 30, and joined the Fifteenth Corps, at Bridgeport, on the Big Black, south of Vicksburg, on May 16. It then, on the 18th, was placed in position on a hill back of the city of Vicksburg, whence it kept up a destructive fire during the siege. While at Vicksburg, Battery "A" received, by order of General Sherman, a new armament of five Napoleons—twelve-pounder brass pieces—and a ten-pounder Parrott. Up to this time they had been using the old guns they had carried from Chicago to Cairo, in April, 1861, and fifty-eight of the men who then left the city with Captain Smith, were still connected with the battery, under command of Captain Peter P. Wood.

On July 5, the battery moved to Jackson, Miss., and, after the capture of that place, returned again to the Big Black, about twenty miles east of Vicksburg, where it remained encamped until, in September, Sherman's Corps was ordered to reinforce the Army of the Cumberland, at Chattanooga. On November 23, the battery, with the division to which it was attached, moved rapidly to, and took position at, the northern extremity of Missionary Ridge, near Tunnel Hill, where it supported the assaulting column of General M. L. Smith. The battery then joined in the pursuit of Bragg's army, returned to Chattanooga, marched thence to Larkensville, Ala., and returned to the vicinity of Chattanooga, in May, 1864.

On May 7, Captain Wood was obliged to leave the field on account of severe illness, the battery then being in the vicinity of Rocky Face Ridge, and Lieutenant John W. Rumsey took command. In the engagement of May 13, before Resaca, Lieutenant Rumsey was severely wounded by a shell. He was a brave and intelligent officer, highly esteemed by men and officers, and the loss of his services at the opening of the campaign was greatly regretted. The battery participated in the engagements at Dallas and Kenesaw Mountain, and, on July 12, 1864, its veteran members were consolidated with the veterans of Battery "B," under the designation Battery "A," First Illinois Light Artillery. The consolidated battery was commanded temporarily by Captain Samuel S. Smith, formerly lieutenant of Battery "F," First Illinois Light Artillery. Captain Smith was taken prisoner in front of Atlanta, and Senior First Lieutenant Robb was killed. E. P. Wilcox, of Battery "B," was appointed senior first lieutenant; Harrison Roberts, of Battery "A," junior first lieutenant, and Enoch Colby and James B. Dutch, second lieutenants. Lieutenant Wilcox was subsequently promoted captain, and Spencer S. Kimball appointed junior first lieutenant. When the army was reorganized at Atlanta, the battery was assigned to the command of General Thomas, and participated in the battles before Nashville, in December, 1864, those being its last engagements. It arrived in Chicago July 2, 1865, when it was mustered out and received final pay and discharge.

OLD BATTERY "B," CHICAGO LIGHT ARTILLERY.—Early in the spring of 1861, the Chicago Light Artillery, then consisting of one company, organized in 1854, by Captain James Smith, and commanded by him until 1860, was under the command of Captain Ezra

Taylor, who had resigned the colonelcy of the 60th Regiment, I. S. M., to accept the position. Fifty men were on the rolls of the company; its equipments were four brass six-pounders, caissons and harness complete,

Ezra Taylor

and its drill room was on the lower floor of the old armory, on Adams street.

The officers of the company were

Ezra Taylor, commander; Cyrus P. Bradley, first lieutenant; Darius Knights, second lieutenant; Charles M. Willard, third lieutenant; J. K. Botsford, first sergeant; E. D. Osband, second sergeant; Edgar P. Tobey, third sergeant; E. Mendson, fourth sergeant.

Immediately upon the call for troops, in April, the Light Artillery was reorganized by Captain Taylor, Co. "A" left for Cairo, under Captain Smith. Co. "B" was organized, offered to the Governor, accepted under the provisions of the "Ten Regiment Bill,"—passed May 2,—and was mustered into service under the following officers:

Captain, Ezra Taylor; Senior First Lieutenant, Samuel E. Barrett; Junior First Lieutenant, Levi W. Hart; Senior Second Lieutenant, Patrick H. White. Each of the above commanded a section of pieces. Junior Second Lieutenant, Israel P. Rumsey, was chief of line of caissons.

Non-Commissioned Officers.—Orderly Sergeant, Charles W. Everett; Quartermaster-Sergeant, Theodore P. Roberts; Chiefs-of-Pieces, with rank of Sergeant, John G. Loy, D. F. Chase, H. F. Towner, J. H. Moore, G. L. Furlington, S. C. P. Bogue; Gunners, with rank of Corporals, Abraham Heart, C. H. Root, G. S. Blout, F. Wright, W. H. Prince, J. F. Whittle, William J. McCoy; Chiefs-of-Caissons, F. Whitfield, J. A. Moore, G. P. Clarke, J. C. McGrath, J. B. Easson, Thomas George.

The armament consisted of four six-pounder field-pieces, and two twelve-pounder howitzers; while the side arms were Colt's revolvers, caliber 45, and sabres.

The battery remained in Chicago, until June 1, when it proceeded to Cairo, and was there joined by Captain Taylor, who had been absent in St. Louis procuring arms for the artillery organizations of the State. In July, Battery "B" crossed the Mississippi River to Bird's Point, Mo., whence one section, under Lieutenant White, proceeded to Fredericktown, and took part in the engagement at that point, on October 21st.

At the battle of Belmont, Mo., November 7, 1861, the battery, under the personal command of Captain Taylor, did good service, it being the only artillery with Grant in that, his first, engagement. A member of the battery,—presumably young DeWolf, of Chicago, from the signature,—writes to the Chicago Tribune in regard to the section under Lieutenant White, which received the highest commendation from superior officers for bravery and efficiency:

"The trees were so thick, and underbrush so matted, that a path had to be cut through to allow the guns to pass, and only the heavy firing showed the men in which direction to move. Around the little village of Belmont was a 'clearing.' In the woods, at its edge, the enemy had posted a masked battery, which opened on the section of Taylor's Battery under Lieutenant White, when within three hundred yards. After about an hour's heavy firing, the enemy withdrew their battery to a position further back, and Lieutenant White advanced his pieces to the place it had occupied. At this time, George White, of Chicago, was wounded, from the heated piece discharging its contents while he was ramming down the cartridge. * * * After about fifteen minutes firing, the rebel battery was again forced back, this time taking their guns to the river bank, where they abandoned them, and took refuge on the steamer which lay in the river, ready to take them to Columbus. Lieutenant White then advanced his battery to the top of a little knoll, which commanded the enemy's camp, and after shelling it for a time, the camp was abandoned, and the whole force fled to the

steamers. The battery was next ordered to advance to the bank of the river, and open upon the boats, which were crossing the river below with reinforcements from Columbus. By this time the men were nearly exhausted, and there were only four men able to do duty at working the gun. Sergeant D. F. Chase dismounted from his pad, and took the place of McCoy, the gunner, who was completely exhausted. While here, the men were exposed to a fire from the rebel sharpshooters, until the tents in which they were concealed were discovered and destroyed. Both canister and shell were used up, and several of the horses were shot. Sergeant Chase had his arm wounded, so that he was unable to do duty, and of the three remaining gunners, one loaded, while the other sighted and fired. The last position occupied was exposed to the fire of the artillery across the river in Columbus, but it did little damage. The order being given to return to the boats, the battery was taken off the field in good order, having captured two guns and enough horses to more than replace those that were shot."

Charles W. Everett, orderly sergeant of the battery, was mortally wounded in this engagement. He enlisted from the office of the Illinois Central Land Department, giving up a lucrative position to join the company. His remains were brought to Chicago for burial. Five of the battery were wounded, among whom was William DeWolf, of Chicago.

In the advance on Fort Henry, Taylor's battery was attached to Colonel W. H. L. Wallace's brigade, McClelland's division, and entered the fort on February 6.

On the afternoon of the 11th, Taylor's battery, with the same brigade and division, moved from Fort Henry on the telegraph, or direct, road to Fort Donelson. At night, the battery, with the Second Brigade, took position on a hill to the west of the enemy's works, where it rested until morning. Taylor's battery, at this time, consisted of one hundred and twenty men, four six-pounder field-guns, two twelve-pounder howitzers, and ninety-two horses, with one thousand seven hundred and thirty rounds of fixed ammunition.

Its guns were first brought into action Thursday morning, February 13, opposite the strong redoubt in the center of the rebel works, and at a distance of eight hundred yards. It afterward moved on the road leading to Dover, taking successive positions as it moved forward, until, at about 12 o'clock, the right and left sections took up a position within two hundred yards of the enemy's left wing, under a most galling fire of rifles and musketry from the Confederate intrenchments. There, Private Beckers, of Chicago, was killed by a sharpshooter.

OSCAR E. BECKERS was the only Chicago man killed at Fort Donelson. He was a native of Aix-la-Chapelle, Rhenish Prussia, who came to America in 1854, and settled in Chicago as a worker in marble. After a residence of a few years, he moved to New Orleans and thence to Arkansas. He was obliged to leave Arkansas at the breaking out of the war, on account of his avowed and outspoken Union sentiments, and returned to Chicago and enlisted in Taylor's battery, serving with it from its organization until his death at Fort Donelson. His last words were: "Go back, boys, and man the guns; I die for Liberty!"

The battery maintained its position, and, after half an hour, succeeded in silencing the opposing batteries. The brigade commander commended both the officers and men of these sections, in his report, for their coolness and daring. On Saturday morning, it became engaged, the enemy opening fire from six batteries, and charging, with heavy masses of infantry, upon the 17th Illinois, which was supporting the batteries. Colonel J. D. Webster related an incident of the Saturday's struggle. A desperate charge was made on one of the guns of the battery served by Lieutenant Levi W. Hart, of Chicago, and the boys being surrounded by the Confederates, and their horses in the rear, they dragged the piece off by means of a rope, and cut their way through the enemy. Another member of the battery walked a mile to the hospital to have a ball extracted

from his leg, begging the privilege of returning to his piece after the operation.

The right wing of Wallace's brigade being driven back later in the day, the battery, in compliance with orders, retired to the top of the next hill, where two pieces only were brought into action, the ammunition being nearly exhausted. This was the last position taken, the enemy being soon in full retreat.

The brigade commander says of the battery and its commander, in his report of the battle:

"The conduct of Captain Ezra Taylor, commanding Light Battery 'B,' during the whole series of engagements, was such as to distinguish him as a daring, yet cool and sagacious officer. Pushing his guns into positions that were swept by the enemy's shot, he, in person, directed the posting of his sections, and in many instances himself sighted the guns. Such conduct found its natural reflection in the perfect order and bravery that characterized his entire command. His battery of six pieces fired seventeen hundred rounds of ammunition during the engagement, being an average of about two hundred and eighty-four rounds to the gun."

Captain Taylor's whole loss in killed and wounded was as follows:

Killed, Private Oscar E. Beckers. *Wounded severely*, Sergeant James F. Whittle; Corporal B. Franklin Lilly; Privates Tyler A. Mason and Charles H. Meacham. *Slightly wounded*, Corporal William H. Prince; Privates William W. Lowrie, Francis N. Marion and Charles W. Pierce.

On April 1, 1862, Captain Taylor was promoted senior major of the 1st Illinois Light Artillery, and the command of Battery "B" devolved upon Captain Samuel E. Barrett. On April 4, Major Taylor was appointed chief of artillery in General Sherman's division, with orders to report to that commander at Shiloh. Battery "B" participated in the battles of the 6th and 7th of April. The following account, condensed from Major Taylor's report, gives the detail of its movements:

By instructions from the General commanding the division, Battery "B," commanded by Captain Barrett, was posted on the morning of Sunday, April 6, on the rising ground in front of Shiloh Church, on the road to Corinth. To the left of the battery was Hildebrand's Ohio brigade, which, with the battery of Captain Waterhouse, and the 4th Illinois Cavalry, formed the left of Sherman's division, the 77th Ohio being next to Taylor's old battery, the 53d Ohio forming the extreme left. The left of the division was first attacked by a large force of the enemy under General Hindman, and driven back. They then appeared directly in front of the position occupied by Waterhouse's battery (which was now supported by three Illinois regiments, sent forward by General McClelland), throwing, at the same time large masses of troops into the woods at his (Waterhouse's) left, whence the 53d Ohio had been driven back. In the meantime, the brigade of General Anderson, with Hodgson's battery, had attacked the position held by the 77th and the 57th Ohio regiments and Taylor's battery. The rebel battery was posted on the high ground across Oak Creek, and the infantry, descending into the miry, tangled ravine, charged up the opposite slope, only to be repeatedly repulsed and to renew the assault, the Ohio troops, supported by the battery, maintaining their ground three hours against four times their number. Major Taylor, in his report, says of the battle at this point:

"I went to the position occupied by Taylor's battery, Captain Barrett commanding, and ordered him to open fire with shell; which was done promptly, causing the enemy to take shelter in the timber, under cover of which he advanced to within one hundred and fifty yards of their guns, when they opened a tremendous fire of musketry, accompanied with terrific yells, showing their evident intent to intimidate our men. The only effect it had was to cause

them promptly to obey the order given by me, to move their guns by hand to the point, and pour in a shower of canister, causing both the yelling and the firing of the enemy to cease for a time. In the meantime, the enemy was pushing our forces on the left of both the batteries—Waterhouse's and Taylor's. Seeing Waterhouse's battery limbering to the rear, and fearing the result of a hasty retreat, I hastened to their position, and finding them resting, I at once ordered them to unlimber, and contest every foot of ground, while I sent a messenger to find another battery to come to their assistance. My order was promptly obeyed, and they were soon throwing canister among the enemy. But their bravery alone could not drive back the masses, who now swarmed on their left, pushing back the infantry on the left, and opening a flank fire of musketry from a battery they had succeeded in planting in the timber. They were compelled to retire under a galling fire, leaving their guns and entire camp and garrison equipage on the field. * * * Some time after this battery had retired, and the infantry support on the left of Taylor's battery had fallen back, and the enemy had planted his flag on the ground occupied by Waterhouse's battery, I deemed it prudent to order Captain Barrett to limber to the rear, and retire in good order to a new position, which was accomplished without confusion, but owing to a number of his horses being shot, he was obliged to leave two of his caissons on the field, one of which he has recovered."

Major Taylor then instructed Captain Barrett to take up a new position near the left of the First Brigade in the First Division (General McClernand's); which he did, moving his battery back by the Corinth road, and acting with that division, in connection with Sherman's, through the remainder of the engagement. The losses in the battery were two killed and eight wounded.

With the 70th and 72d Ohio, under General Denver, it participated in the attack on the Confederates at the "Russell House," on the route to Corinth, and after that engagement was attached to Morgan L. Smith's brigade, with which it entered the first redoubt of the Confederates before that city, May 30. When the pursuit of Beauregard's forces was ended, it moved to Memphis, and after the failure of Grant's Mississippi expedition, left that point, with Smith's division, to take part in Sherman's attack on the defenses north of Vicksburg, at Chickasaw Bayou, in December, 1862. After the failure of that attempt, it moved with Sherman's corps to Fort Hindman, or Arkansas Post, and dragging the battery through the almost impassable swamps on the shore of the Arkansas River, participated in the assault on the Post on January 9, 1863.

General Smith receiving a severe wound at Chickasaw Bayou, the division to which the battery was attached was commanded temporarily by General David Stuart. After the return from Arkansas Post, it was assigned to Blair's division, Captain Samuel Barrett being promoted chief of artillery on General Blair's staff, and Israel P. Rumsey promoted captain of Battery "B." Under him the battery, with Blair's division, took part in the feint on Haines's Bluff, north of Vicksburg, April 30, and on May 16, joined the balance of Sherman's corps on the Big Black. Crossing the river at Bridgeport, after dislodging the enemy from the opposite bank, it moved to the north and east of Vicksburg, and was placed in position on one of the hills in rear of the city, whence its guns fired the first shots at the enemy's works. After the assaults of the 19th and 22d of May, it was in the front, at the left of the division, protecting the sappers and miners of Giles A. Smith's and General Ransom's brigades, in their approaches to the fortifications, its position being in front of the central fort, known as Fort Hill, which stood on the brow of a hill, thirty feet above the approach below. While in the rear of Vicksburg, Henry Henrotin, son of Dr. Henrotin, who was then Belgian Consul at Chicago, a young man only twenty-two, who enlisted at the organization of the battery and fought at Belmont, Donelson, Shiloh and

Arkansas Post, was killed. Douglas K. Newell was also killed at Vicksburg, on May 20.

The battery accompanied General Blair's expedition to Mechanicsburg and Richmond, La., and was posted, on its return, on the west bank of the Mississippi, opposite Vicksburg, where it was exposed to a terrible fire from the enemy's water batteries. After the surrender of the city, it was sent to Lake Providence, and subsequently joined Sherman at his camp on the Big Black, east of Vicksburg, where it remained until the Fifteenth Corps was ordered to Chattanooga to reinforce the Army of the Cumberland. It took part in Sherman's attack on the northern point of Missionary Ridge, November 24; in the pursuit of Bragg's army; and in the expedition to Knoxville for the relief of Burnside's beleaguered forces. Returning to Chattanooga, it moved to Larkinsville, Tenn., and went into winter quarters. There, on January 1, 1864, the men received a new battery of Napoleon guns, ordered at Vicksburg, and in May, 1864, joined Logan's corps, Army of the Tennessee, for the Atlanta campaign.

Captain I. P. Rumsey served as chief of artillery, Second Division, during the campaign. The battery took part in the engagements before Resaca May 14-15, 1864, and in those before Dallas and at Kenesaw Mountain in June. In July, it participated in its last engagement at Nickajack Creek, driving a battery of four guns from the rebel works with two guns posted in the open field.

On the 12th, it was ordered back to Springfield, Ill., that the men whose term had expired might be mustered out of service; those enlisting in 1862 being consolidated with the same class from Battery "A," First Illinois Artillery, *q. v.* The roster of the battery was: Captain, Samuel S. Smith; First Lieutenant, Edward P. Wilcox; Second Lieutenant, Enoch Colby.

The casualties of the battery were: One officer died of disease; seven men killed or died of wounds; thirteen men died of disease; twenty-one discharged for disability, eight for wounds, twenty-three for promotion.

Following are the names, with places of death, of those of Batteries "A" and "B" who were buried at Rosehill, Chicago, January 7, 1866, on the occasion of the military funeral of soldiers of Batteries "A" and "B" and the Board-of-Trade Battery. Most of them were killed, or had died, after the consolidation of the batteries:

Battery "A."—Killed at Atlanta, July 22, 1864, John Earl. *Battery "B."*—Died at Vicksburg, 1864, Benjamin B. Warner, Jacob Dielman; killed at Atlanta, July 20, Samuel Haddock; at Vicksburg, May 22, 1863, Frederick Thompson; died at Millgrove, Ga., July 5, 1864, First Lieutenant Timothy M. Blaisdell; at Lovejoy's Station, Tenn., June 25, 1864, Charles L. Harrington; at Memphis, May 23, 1864, Ora McBride; at Vicksburg, April 21, 1864, John Mustard. Besides those mentioned, John Chalmers, Alexander Beidelman and John Stranberg were killed at Atlanta, July 22, 1864; George A. Kingsley died at Cairo, February 21, 1862; Frederick Johnson at Memphis, December 26, 1862; Charles Kinsman at Iuka, October 28, 1863.

Those who were killed at Atlanta were buried in one grave, north of the city, by members of the Board-of-Trade Battery. In the latter part of 1865, Taylor's Battery Association elected Major Barrett, Captain Wilcox and H. W. Dudley a committee to proceed to Atlanta and recover the bodies of their comrades from a southern grave. The bodies were brought to Chicago, and re-buried, January 7, 1866, with military honors, at Rosehill.

The following were the promotions in the battery:

Captain Ezra Taylor was promoted to major of First Illinois Artillery; to colonel; to chief of artillery of the Department of

the Tennessee; and to brevet brigadier-general. Samuel E. Barrett was made captain, then major and chief of artillery, Second Division. Levi W. Hart was made captain of Battery "H" (Silvermaster's battery); and P. H. White was made captain of the Chicago Mercantile Battery. I. P. Rumsey was promoted to the captaincy of Battery "B," and was chief of artillery of the Second Division during the Atlanta campaign.

LIEUTENANT WILLIAM D'WOLF, son of Hon. William F. D'Wolf of Chicago, enlisted in May, 1861, in Co. "B," 1st Regiment Illinois Light Artillery, and was wounded in the battle at Bird's Point on November 7, the section of the battery to which he was attached capturing two guns, and receiving the commendation of Captain Taylor for bravery and efficiency. He was again engaged at Fort Donelson, and after serving with his battery for nearly a year, was promoted to a lieutenancy in the regular army "for gallant and meritorious conduct," General McClellan, by letter to the Secretary of War, personally requesting his appointment as one eminently proper to be made. On the 4th of April, 1862, he joined his regiment—the 3d Regiment of Artillery, Captain, afterward General, Gibson commanding, and, accompanying the Army of the Potomac to the Peninsula, was thrown into the battle of Williamsburg on the 4th of May, where his bravery and enthusiasm won the admiration, not only of his own superior officers, but of the disinterested observers. First wounded by a shell which killed his horse, he seized and mounted another, going forward with his guns to the front. Again wounded and disabled in both legs, he refused to leave the field until the battery was withdrawn. After the battle was over, he was conveyed to Fortress Monroe, and thence to Washington, D. C., where, in the home of the patriotic representative from the Chicago District, the late Isaac N. Arnold, he received the kindest and most tender care, but gradually failed, and, on the 2d of June, with his mother by his side, the brave and talented young man, breathed his last. The funeral of young D'Wolf took place at St. James Church, Chicago, a touching sermon being preached on the occasion by the late Rev. Dr. Clarkson.

BATTERY "B," FIRST ILLINOIS LIGHT ARTILLERY. (BRIDGES'S BATTERY).—This well known and popular Chicago military organization was originally recruited and mustered into United States service at Camp Douglas, Chicago, as Co. "G," 19th Illinois Infantry, under the following officers: Captain, Charles D. C. Williams; First Lieutenant, Lyman Bridges; Second Lieutenant, Charles R. Roland.

Under these officers the company participated, with its regiment, in the Missouri campaign under Fremont, being stationed at Palmyra, Ironton, Frederickton, Jackson, Cape Girardeau, Bird's Point and Norfolk. In the accident near Huron, Ind., September 17,* of the twenty-seven persons killed, four belonged to Co. "G." In October, Captain Williams having been transferred, to the United States marine service, First Lieutenant Bridges was appointed captain, William Bishop first lieutenant, and Morris D. Temple second lieutenant. Under these officers, the company participated in Mitchell's campaign of 1862. At Winchester, Tenn., in June, 1862, Co. "G" was assigned to duty as provost guard and Captain Bridges as provost marshal of the

position near the city hospital, as part of the defense of the city. Captain Bridges was assigned to duty as assistant engineer to Captain James St. Clair Morton, Engineer Corps U. S. A., and under him assisted in placing in position the heavy ordnance for the defense of the city. On November 13, 1862, by order of General Rosecrans, Co. "G" was detached from the regiment for duty as an artillery company, and sent to Gallatin with eleven hundred prisoners, to construct Fort Thomas, upon the completion of which the battery was assigned to, and remained at, the post until December 20.

It was then ordered to turn over its guns to an Indiana battery which had lost its own in an engagement at Hortonville, a short time before, and to re-join the 19th Illinois Infantry, which it did on the battle-field of Stone River, on the night of January 2, 1863. With its old regiment, the company went into camp at Murfreesboro', after the close of the engagement, and on January 14, 1863, by order of the War Department, was permanently transferred from the 19th Illinois Infantry to a battery of light artillery of six guns—an entire new equipment being secured at Nashville during the month—and the battery was assigned to the Pioneer Brigade, Department of the Cumberland. Sergeants Lyman A. White and Franklin Seborn were promoted lieutenants, and the battery, with Rosecrans's army, marched, in June, on the Tullahoma campaign. On August 1, the battery was transferred to the First Brigade, Second Division, Fourteenth Army Corps—General Negley commanding the division, General Thomas the corps,—with which command it descended the Cumberland Mountains, crossed the Tennessee at Culverton's Ferry, on September 2, and encamped at the foot of Sand Mountain, in Lookout Valley, on the 4th. On the 8th and 9th, it crossed Lookout Mountain and moved forward to Dug Gap, where the enemy had thrown a large force, to hold the pass and secure their position at LaFayette. After a skirmish at this point, the command fell back to Stevens's Gap, and, on the 19th, took position on the west side of Chickamauga road, with the Second Division, on the right of Thomas's line at Owen's Ford.

On the 20th, the division was moved to the left to the support of Thomas, and during that day the battery was constantly engaged, losing twenty-six men—six killed, sixteen wounded, and four captured. Second Lieutenant William Bishop was killed at his guns, repulsing a charge on them by the enemy.

On the retirement of the army to Chattanooga, the battery was placed in position at Fort Negley, near the Rossville pike, remaining in this position until the re-organization of the Army of the Cumberland, when it was assigned, October 12, 1863, to the Third Division (General T. J. Wood), Fourth Army Corps (General Gordon Granger), and placed in position at Fort Wood, which was situated on an eminence about half a mile out of Chattanooga, in a southeasterly direction. From this position, the battery exchanged occasional shots with the artillery on the ridge, until the 23d of November, when the enemy was driven by the Fourth Corps from a line of advanced rifle-pits, extending north and south from Orchard Knob, a steep, craggy knoll, strongly fortified, and about midway between Fort Wood and Mission Ridge. Bridges's battery was advanced to, and placed in position on, the Knob, which became the headquarters of the commanding generals. On the 25th, the battery, by order of General Grant, fired the signal of six guns for the attack on Mission Ridge, retaining its position on the Knob, and supporting our troops in the assault until the victory was won. With the Fourth

Lyman Bridges

place. In July, the command returned, via Bridgeport, to Huntsville, Ala., and was assigned to guard the railroad bridge at Mill Creek, where it remained until, upon *Bragg's* invasion of Kentucky, Buell's army was hurried north, when the 19th Regiment was sent to Nashville as a part of the garrison, General Negley commanding the post.

On arriving at Nashville, Captain Bridges was ordered by General Negley to fit up a light battery from captured guns then in the Ordnance Department at that post, man it with his company, and place it in

* See History of 19th Illinois Infantry.

Corps, it marched to Knoxville to Burnside's relief, and remained through the severe campaign of the winter among the mountains of Eastern Tennessee, re-joining the corps at Cleveland in April, 1864.

On May 2, with Wood's division of the Fourth Corps, then commanded by Major-General O. O. Howard, it joined Sherman's grand army at Catoosa Springs, for the advance toward Atlanta. On May 7, Wood's division occupied Tunnel Hill, and the following day the battery was engaged in the demonstration against Rocky Face Ridge, Johnston's impregnable position covering Dalton. The battery, with the division, remained in front of the ridge until the 12th, when, the position of the enemy having been turned by McPherson's command, the enemy evacuated Buzzard's Roost Pass through Rocky Face, and the battery, on the 13th, entered Dalton. It marched to Resaca the following day, and was in reserve before that place on the 14th and 15th. In the pursuit of Johnston's forces, the division reached Adairsville on the 17th, where the battery was brought into action, and a strong force of the enemy driven from the eastern side of Othkaluga Creek, where they occupied a strongly fortified position. South of Kingston, and near Cassville, the enemy was again encountered, and forced to evacuate intrenched positions, the works at Cassville being abandoned on the night of the 19th.

The command rested in camp near Cassville until the 22d of May, preparing for a further advance; and while there Captain Bridges was appointed chief of artillery of the Fourth Corps, his battery being placed under the command of Lieutenant Morris D. Temple. On the 23d, it crossed the Etowah, and traversing the Alatoona Range, reached Johnston's intrenched position at New Hope Church on the 26th, where it remained until June 6, occasionally engaged with the opposing batteries, losing one man killed and several wounded.

On June 6, the battery, with its division, moved eastward to the neighborhood of Mount Morris Church, near Ackworth, Ga., where it remained in camp until the 10th. While there, Lieutenant Morris D. Temple commanding, and Lieutenant William R. Bise, with all the non-veterans, were mustered out of service and left for Chicago. The command of the battery devolved on First Lieutenant Lyman A. White. Second Lieutenant Franklin Seborn was promoted first lieutenant, and Sergeants Clark E. Dodge and Lawman C. Lawrence received commissions as second lieutenants. Under these officers, the battery was engaged before Pine Mountain from June 10 to 14, when the enemy retreated to an intrenched line at Black Jack Hills, half a mile further south. The battery was advanced in front of this position and remained there until the 19th, when the enemy swung back to Kenesaw Mountain. From Sunday, June 19, to July 2, the artillery was engaged at frequent intervals, Lieutenant Franklin Seborn being mortally wounded while at his post working his guns.

With Wood's division, the battery participated in the movements and engagements prior to the battle at Peach Tree Creek, where it took position upon a knob one-half mile in advance of the line of battle, and, supported by two regiments of infantry, resisted the movement of a body of troops marching to attack the right. On July 22, it was placed in position before the main line of works northeast of Atlanta. There, works were constructed for the guns, and, after obtaining exact range, the battery opened and kept up constant fire upon the city and fortifications. On July 30, the artillery was consolidated into a corps organization, Captain

Bridges commanding the artillery brigade of the Fourth Corps. Bridges's battery, as part of the brigade marched, August 25, to Proctor's Creek and Mt. Gilead Church, from which points it moved with Wood's division to Rough and Ready, Jonesboro' and Lovejoy's Station, where, after skirmishing three days, the campaign was ended.

On September 4, with the artillery brigade, it started for Atlanta, which it reached on the 7th, and, with the command, went into camp. It again moved in October, with the Fourth Corps, to Chattanooga, Tenn., and thence to Huntsville and Athens, Ala., in pursuit of Hood. The battery participated in the engagements at Columbia, Spring Hill and Franklin, November 28-30, being warmly engaged at the two latter places. It then marched with the artillery brigade to Nashville, and took part in the battle there, on December 15-16.

On December 21, 1864, the battery was transferred to 1st Regiment Illinois Light Artillery, as Co. "B"; Captain Bridges was promoted major of the regiment; the battery being officered as follows, on January 1, 1865: Captain, Lyman A. White; First Lieutenant, Clark E. Dodge; Junior First Lieutenant, Lawman C. Lawrence; Second Lieutenant, Alphonso W. Potter; Junior Second Lieutenant, William Peterson; First Sergeant, John Bartholomew; Quartermaster, William H. Clark.

Bridges's battery left Nashville June 24, arriving at Chicago in the early morning of June 27, 1865, and marched directly to Camp Douglas. The following day, a formal welcome was tendered it in Floral Hall of the Sanitary Fair building, Cyrus Bentley making the welcoming speech, after a few brief but cordial words from W. W. Boyington, Esq., president of the Bridges's Battery Association. At the close of the reception, the battery was tendered a banquet by the association, at which Mayor Rice presided, assisted by Colonel James H. Bowen, of the Governor's staff. Upon this occasion, the Mayor delivered an eloquent address to the battery, eulogizing them for their gallant bravery, their many daring feats and their fortitude in enduring great hardships. Addresses were also made by Colonel Bowen, Messrs. Boyington, Bentley, Holden, etc. The battery was mustered out of service at Chicago, on July 6, 1865.

During the last two years of service, it had been materially assisted by the Bridges' Battery Association, organized February, 1864, with W. W. Boyington, president; O. H. Salisbury, vice-president; Joseph W. Merriam, secretary; and C. N. Holden, treasurer. The association was formed to attend to the general interests of members of the battery and their families, keep the battery full to the maximum, secure to their families pensions and back-pay in case of death, attend to sanitary demands, and to erect a monument to the memory of those who might fall; all of which was done under the supervision of the Association—the last requisite being performed, with appropriate ceremonies, at Rose Hill Cemetery.

COMPANY "I," FIRST ILLINOIS ARTILLERY ("BOUTON'S CHICAGO BATTERY").—Battery "I," was organ-

E. Bouton

ized in Chicago by Captain Edward Bouton, a resident of the city, and was mustered into service at Camp Douglas on February 10, 1862, under the following officers:

Captain, Edward Bouton; Senior First Lieutenant, Henry A. Rogers; Junior First Lieutenant, Albert Cudney; Senior Second Lieutenant, William N. Lansing; Junior Second Lieutenant, John C. Neely.

On March 1, the battery was ordered to St. Louis, where it remained until April 2, when it embarked for Pittsburg Landing, arriving on the 4th. It was assigned to Sherman's division, and was engaged both on the 6th and 7th. On the former day it was posted by Colonel Ezra Taylor in a good position near General Wallace's division, where, he says, it "did some excellent service in driving the enemy from a very commanding position—both officers and men behaving like veterans." On the 7th, one section, under Captain Bouton, was moved to the support of the brigade of Colonel William H. Gibson, who awarded it high praise for so promptly and skillfully silencing the battery which had been harassing his left. In the advance on Corinth, the battery participated in the engagement at the Russell House, May 21; and after the termination of the siege, and the evacuation of Corinth, it moved to Memphis with Sherman, arriving in July. On September 25, one section was sent with an expedition up the Mississippi River to Fort Randolph; and, in November, it accompanied the 46th Ohio on an expedition into Arkansas, where a band of guerrillas was broken up and Confederate property destroyed. During the same month, the battery was engaged with the enemy's cavalry in Mississippi; after which it returned to Memphis, and remained in camp until November 28, 1862, moving thence to LaGrange, and accompanying General Grant's army on the Tallahatchie campaign.

After the disaster at Holly Springs, it returned to LaGrange, and thence moved with the division of General J. W. Denver to Moscow, Tenn., and encamped, remaining until June 6, 1863. It then returned to Memphis, and, with Loomis's brigade, General W. S. Smith's division, embarked for Vicksburg, arriving at Snyder's Bluff, on the Yazoo, June 11. On the surrender of Vicksburg, it joined Sherman's forces, moving to attack Johnston, at Richmond; and after the evacuation of that city, returned to the Big Black, and went into camp, where it remained until Sherman was ordered to reinforce the Army of the Cumberland at Chattanooga. With the Fifteenth Corps, it was transported to Memphis, and thence set out on the march to Chattanooga, arriving in time to participate in the battle of Mission Ridge, November 25, 1863. After the battle, the battery, joining in the pursuit of Bragg, moved to Ringgold, and thence returned to Chattanooga, and remained encamped through the winter of 1863-64 at Bridgeport and Scottsboro', Ala.

On March 17, 1864, the battery—now about eighty strong—re-enlisted, and returned to Chicago on furlough, also for the purpose of recruiting the battery to the maximum.

In June, the ranks being again filled, it returned to Nashville, where the men were mounted, and it was assigned to Hatch's cavalry division. With that division, it participated in the battles before Nashville, December 15-16, being posted on the extreme right of General Thomas's line, guarding that flank. It took part in General Hatch's movement to flank Hood's left, which, under the protection of the well-handled artillery, proved completely successful, and, finally, the battery, joining in pursuit, followed Hood's flying forces to Florence, Ala., where the project was abandoned, and the battery, with the cavalry division, moved to Eastport, Miss., remaining at that post until it returned to Chicago,

where it was mustered out of service on July 26, 1865. The following were its officers at the time:

Captain, John C. Neely; Senior First Lieutenant, Joseph A. McCartney; Junior First Lieutenant, Elisha S. Russell; Senior Second Lieutenant, Stephen Tart; Junior Second Lieutenant, Henry Bennett.

COLVIN'S BATTERY.—This battery was organized at Shawneetown, Ill., and mustered into service January 9, 1862, with Angrean Franklin as captain. Its first year's service consisted in guerrilla warfare, chiefly waged about Perryville, Ky. It was then ordered to Louisville, protecting the city until Burnside's Tennessee expedition was fitted out, when it joined in that movement, being attached to the First Cavalry Division. It was in the advance upon the capture of Knoxville, and also served with General Stoneman in Virginia. The losses of the battery by battle were not large, but sickness greatly decimated its ranks. John H. Colvin,



of Chicago, formerly of Battery "M," became captain of the command in October, 1863, and Charles M. Judd its first lieutenant during the following February. In pursuance of orders from the Adjutant General's office, dated March 23, 1865, Colvin's battery was transferred and assigned as Battery "K," 1st Regiment Illinois Light Artillery, upon the consolidation of Cos. "E" and "K," 1st Artillery. A portion of its members, including Captain Colvin, were mustered out at Springfield, June 11, 1865. The balance, about eighty men, arrived in Chicago direct from Knoxville, one month later, being under command of Junior First Lieutenant John Huntsinger. The Senior First Lieutenant, Charles M. Judd, was absent at the time on detached duty. The balance of the command were mustered out of the service at Camp Douglas, Chicago.

CO. "L," SECOND ILLINOIS LIGHT ARTILLERY. (BOLTON'S BATTERY).—Battery "L" was organized at Chicago by Captain Bolton, its acceptance by the War Department being secured through the instrumentality of Isaac N. Arnold. It was mustered into the United States service February 28, 1862, under the following officers, of whom the captain, junior first and senior second lieutenants were residents of Chicago:

Captain, William H. Bolton; Senior First Lieutenant, Jabez H. Moore; Junior First Lieutenant, Edward A. James; Senior Second Lieutenant, Simon P. Tracy; Junior Second Lieutenant, Julius D. Roberts.

The battery left Chicago March 11, 1862, for St. Louis, where it remained until April 9, and then embarked for Pittsburg Landing, arriving on the 12th. It was there assigned to the Fourth Division, Army of the Tennessee, General S. A. Hurlbut, and participated in the advance on Corinth, Miss., and then moved to Memphis, Tenn., arriving in July. Six of the men of Bolton's battery died on the march from Corinth to Memphis, and forty-one were sent to the hospital, sick, between Shiloh and Memphis. During the month of August, the battery, with a force of infantry and cavalry, under

General Veatch, was sent to Mooney Creek, ten miles from Memphis, to disperse a band of guerrillas; which duty was accomplished.

The battery then went, with Hurlbut's division, to Bolivar, Miss., and remained there until after the battle of Corinth, October 3-4, when it marched from Bolivar, on the 4th. The following morning the enemy's advance was encountered and driven back before the Tal-

Wm H. Bolton.

lanatchie was reached. After driving in the enemy's outposts, the battery advanced a mile, when it was again placed in position and ordered to open on the enemy's batteries, one of which was silenced and captured by Bolton's and a Missouri battery. During the hottest of the artillery firing, Charles S. Adams, of Chicago, while sponging out one of the guns of the battery, was accidentally wounded by the premature discharge of the piece, and died two days later at Bolivar from the wound. After advancing to the river and guarding the passage of the infantry, the battery was ordered across the river to take position on a hill, whence it opened on a Confederate brigade, which abandoned two stands of colors and fled from the field. These colors were presented to the battery, on the 12th of October, by General Hurlbut, in the presence of the artillery of the division, and were by the latter sent to Chicago and presented to the Mercantile Association. Besides young Adams, there were wounded in this engagement, Daniel French, William Tanner, Thomas McGuire and Corydon N. Johnson. Lieutenant Edward A. James, son of William James, was taken very ill from exposure and over exertion soon after the engagement, and returned to Chicago, where he died at the residence of his father, November 2, 1862. Simon P. Tracy, of Chicago, was promoted junior first lieutenant, and Orlando S. Wood, senior second lieutenant.

November 26, 1862, the battery was transferred from the Fourth to the Third Division, Seventeenth Corps, commanded by General John A. Logan, and participated in the Mississippi campaign of General Grant, advancing, by way of LaGrange, Holly Springs and the Tallahatchie, to Oxford, Miss., in December, 1862. It afterward, in February, 1863, moved to Lake Providence, and from there joined Grant's forces at Milliken's Bend for the movement on Vicksburg; after arriving at which place, it performed effective service during the siege. It participated in Sherman's expedition to Jackson, Miss., after the surrender of Vicksburg, having an engagement with the enemy on July 7 at Canton, in which, supported by the 11th Illinois, it successfully repulsed the charges of the cavalry. On its return, it marched into Louisiana in pursuit of General McCullough, returning to Vicksburg in the fall.

In November, 1863, Captain Bolton returned to Chicago, bringing with him the bodies of Lieutenant Simon P. Tracy and Corporal Charles B. Blake, both of whom died on September 9, and that of William Jones, Jr., who died on June 30.

On his return, by order of Major-General McPherson, the battery was supplied with new steel guns. In June, 1864, it fought under McArthur at Benton and Gleasonville, and the following month, under Major-General Slocum, at Clinton and Jackson, Miss.; when it returned to Vicksburg, and was assigned to the de-

fenses of that post, in which duty it was employed until May, 1865, when the guns were dismounted and the men drew sabres and revolvers, and were mounted and performed orderly duty at headquarters, until they were mustered out August 9, 1865, under the following officers:

Captain, Thaddeus C. Hulanski, Chicago; Senior First Lieutenant, Daniel H. Pierce, Plainfield; Junior First Lieutenant, George C. Wise, Chicago; Senior Second Lieutenant, Levi B. Wightman, Joliet; Junior Second Lieutenant, James Cunningham, Chicago.

ALBERT M. FORBES was born in Keeseville, New York, June 20, 1840, the son of Albert G. and Hannah (Finch) Forbes. He attended the Institute at Fort Edward, New York, and at the age of seventeen came to Chicago and entered the Chicago University. Three years later he enlisted in the 2d Illinois Light Artillery, under Captain William H. Bolton. With that command, he participated in the battles of Shiloh, the siege of Corinth, the battle of Hatchie River, Holly Springs, Memphis and Vicksburg. His term of service expired, and he was mustered out of service in the fall of 1864. He did not, however, leave the army, but accompanied General Sherman through to the sea, and passed the grand review at Washington in 1865. He returned to Chicago, and for two years was a member of the Board of Trade. In 1867, he began teaming in a small way, purchasing one horse and an express wagon with which to make his start. His business has steadily increased, until at the present time he owns one hundred and twenty-five Norman horses, valued at \$250 each, and has forty-seven teams in daily use doing the freighting for some of the principal wholesale houses in the city. He was married in 1865, to Miss Ella Finch of Keeseville, New York. They have five children; Carrie, Fred, Mabel, Grace and Ruth. Mr. Forbes is a member of Hesperia Lodge, No. 411, A.F. & A.M., of the Chapter, and of Chicago Commandery, No. 19, K. T.

COMPANY "M," SECOND ILLINOIS LIGHT ARTILLERY (PHILLIPS'S BATTERY).—This battery was organized at Camp Douglas, Chicago, by Captain John C. Phillips, in May, 1862. On the 22d of that month, it was ordered to Camp Butler, Springfield, where, on the 6th of June, it was mustered into United States service, under the following officers, all of Chicago:

Captain, John C. Phillips; Senior First Lieutenant, Edward

John C. Phillips

G. Hillier; Junior First Lieutenant, George W. Reed; Senior Second Lieutenant, W. C. G. L. Stevenson.

At Camp Butler the company received equipments, and, on the 16th of July, left to join General Wool's corps of the Army of Virginia, arriving at Martinsburg, Va., on the 24th, where it was attached, soon after, to General Julius White's command, General White being post commander. On the 24th of August, Ashby's cavalry, which had been making raids upon White's outposts, was attacked at Darkeville, by two sections of Phillips's battery, supported by two companies of the 12th Illinois Cavalry, and routed with the loss of twenty-five killed, fifty wounded, and forty-one prisoners. The battery remained at Martinsburg until September 12, when the place was evacuated on the approach of Stonewall Jackson, and the command retired to Harper's Ferry, the battery being stationed at Bolivar Heights. On the surrender of Harper's Ferry by Colonel Miles, September 15, the men of the battery were paroled and sent to Camp Douglas, Chicago, arriving on the 27th.

There the battery was refitted, and remained until May 12, 1863, when it was ordered to report to General Burnside, at Cincinnati, and left that day, under Captain Phillips, for the field, with one hundred effective men, ninety of whom were original members of the battery.

George W. Reed was promoted senior first lieutenant, and W. C. G. L. Stevenson, junior first lieutenant. Arriving at Cincinnati, the battery was ordered to join General White's command in Eastern Kentucky, and reported to him at Louisa on June 4. On the 14th, it moved, with White's troops, up the Big Sandy Valley to Beaver Creek, arriving on the 21st, and thence one section moved, with a detachment of cavalry under Major Brown of the 10th Kentucky Cavalry, to Gladesville, Va.; which place was stormed on July 6, and Colonel Cordell, with nineteen other officers and one hundred men were captured.

The expedition then returned to camp at Louisa, arriving on the 22d; on August 4, moved to Covington; and on the 8th, reporting to General Burnside at Camp Nelson, was attached to the Reserve Artillery, Twenty-third Army Corps, and went into camp at Danville, Ky. The battery moved with General Burnside's corps August 17, to occupy Eastern Tennessee, arriving at Knoxville, on September 15. On September 17, it was assigned to Carter's brigade of the cavalry division, and during the month, was engaged at Jonesboro', Carter's Station, and Zollicoffer. During October, it was engaged with the cavalry division at Blue Springs, Tenn., on the 5th and 10th, and on the 13th at Blountsville. After the latter engagement, the command pursued the enemy through Carter's Station, Zollicoffer and Bristol, to near Abington, Va., where the pursuit was discontinued, and the command went into camp at Rogerville, on the 19th.

On November 5, Captain Phillips was ordered to Nashville, leaving Lieutenant Stevenson in command of the battery. The following morning, the command (Carter's brigade and battery attached) was attacked by three Confederate brigades, under General Jones. After defending its position three hours without support, with the loss of four men killed and thirty-five captured, a retreat was ordered. The guns were spiked and abandoned, and the remainder of the battery,—eighty-six men—fell back to Morristown. After the siege of Knoxville, the battery was ordered to re-cross the Cumberland Mountain, and report at Camp Nelson, Ky., where it was consolidated with other batteries of the division. On April 11, 1864, Captain Phillips and Lieutenants Reed, Stevenson and Wheeler, were mustered out of service, and the battery, as a separate organization, ceased to exist.

CHICAGO BOARD-OF-TRADE BATTERY.—In the summer of 1862, the people of the North were quite generally depressed, over the failure of McClellan's Peninsular Campaign and the apparent impotency of the Union arms; and yet there were found strong characters in every community throughout the country, who were capable not only of sustaining a noble courage within themselves, but of inspiring enthusiasm in the despondent natures of those around them. The Chicago Board-of-Trade Battery owes its origin to this crisis in national affairs and to the invigorating presence and labors of just such men. S. H. Stevens,—warmly supported by Tracy J. Bronson, and Charles H. Walker, Jr.—was the prime mover in its organization, formulating, and presenting to the persons whose names appear, the following request:

C. T. WHEELER, *President of the Board of Trade of the City of Chicago:*

We, the undersigned members, request you to call, at an early day, a general meeting of the Board, to pledge ourselves to use our

influence and money to recruit and support a battery, to be known as the Board-of-Trade Battery.

GEORGE STEEL,	G. L. SCOTT,
WILLIAM STURGES,	T. J. BRONSON,
E. AKIN,	C. H. WALKER, JR.,
M. C. STEARNS,	E. G. WOLCOTT,
I. Y. MUNN,	FLINT & THOMPSON.

In pursuance with this request, President Wheeler called a meeting of the Board for July 21, 1862. The attendance was large, the meeting being called to order by John L. Hancock, second vice-president of the Board. On motion of Charles H. Walker, Jr., it was resolved that the Board of Trade raise a company of mounted artillery for the war, and that they appropriate ten thousand dollars for that purpose. It was further resolved to pay a bounty of sixty dollars to each recruit, in addition to the Government bounty, and that each member of the Board pledge himself to receive back into his service, on his return, any employé who would join the company. The resolutions were received and passed with the wildest enthusiasm, and subscriptions were then called for. The firm of Walker, Bronson & Co. headed the list with \$100, and, in a few minutes eighty-one names were added, and the sum raised to \$5,121. The roll was then opened, and signed by S. H. Stevens, S. C. Stevens, J. W. Bloom, Calvin Durand, Valentine Steele, H. B. Chandler, A. F. Baxter, H. J. Baxter, and J. A. Howard. In this manner was the movement commenced which resulted in one battery of artillery and three regiments of infantry taking the field under the auspices of the Board of Trade, having that name as a military designation.

On July 23, \$15,210 had been subscribed, and the company was full, and filled with the very best material. From all classes of mercantile and commercial life recruits enlisted in the battery, and with such rapidity that many who desired to join the company could not obtain a place, because its ranks were full. On July 23, just forty-eight hours after the roll was opened, a dispatch was sent to President Lincoln, offering the battery to the War Department, and asking that orders be given for the necessary subsistence, arms, uniforms, etc.; also stating that a regiment of infantry was being raised by the members of the Board to support the battery. On July 28, James H. Stokes was elected

James H. Stokes

captain of the company by acclamation; on August 1, it was sworn into the United States service by Captain Christopher, and the same day elected its remaining officers and went into camp near Camp Douglas, one hundred and fifty-six strong, the original roster being

Captain, James H. Stokes; Senior First Lieutenant, George I. Robinson; Junior First Lieutenant, A. F. Baxter; Senior Second

Geo. I. Robinson

Lieutenant, Trumbull D. Griffin; Junior Second Lieutenant, Henry Bennett; Orderly Sergeant, Sylvanus H. Stevens; Quartermaster Sergeant, M. S. Sanford; Ordnance Sergeant, Calvin

Durand; Second Sergeant, F. G. Deane; Third Sergeant, Louis B. Hand; Fourth Sergeant, William Randolph; Fifth Sergeant, Abbott L. Adams; Sixth Sergeant, George Bowers; Seventh Sergeant, Menzo H. Salisbury; Corporals, W. M. Olcott, J. H. Hildreth, T. E. Baker, Thomas Tinsley, F. B. Rockwood, G. H. Wolcott, S. L. Ford, A. B. Lake, Fred. Dupries, Charles LeSuer, Charles Holyland, J. G. Peters.

Captain Stokes was a veteran artilleryist, having received his commission from General Jackson. He had been instructor of artillery tactics at West Point, and served as captain several years in the Florida war. Under his drill and discipline, the battery rapidly acquired skill and proficiency, and by September was ready for active service. On the 9th of that month, it left Chicago for Louisville, Ky., where it joined Buell's army.

In the campaign terminating in the battle of Perryville, it moved under General Dumont, on the left wing of the army, as far as Crab Orchard. Early in November, the command advanced with the army to Bowling Green, and thence to Nashville, where it joined the army there concentrated, about December 1, and went into camp near the city. On December 14, a squad of the battery, under Lieutenant Stevens, went out on a foraging expedition in the vicinity of Nashville, and while loading supplies into their wagons, were attacked by a mounted force of rebels. Homer Baker, John B. Sleaman, J. N. Williams, J. H. Buckingham, F. R. Richmond and Thomas Tinsley were captured, and J. J. Carroll, formerly of the Chicago Journal office, was wounded. Although his men had surrendered, Lieutenant Stevens advanced, with revolver in hand, on the immediate front of sixteen mounted rebels, who poured in a concentric fire. After the first volley, seeing him still in his saddle, as with one voice the cry was, "Surrender." He answered with his revolver; and on the instant followed another fusillade, and still he did not go down, and only turned to the rear when surrounded. His horse was shot under him. He fired eleven times and escaped, after having been the target of fifty shots at short range. At the solicitation of Sergeant Durand, the 19th Illinois came up on the double-quick, but too late to render much assistance.

At Nashville, the battery was attached to the Pioneer Brigade of the Army of the Cumberland, which consisted of three battalions of infantry and the battery, all under command of Captain James St. Clair Morton, one of the most distinguished engineers in the army.

On the march from Nashville to Murfreesboro', December 26-30, 1862, the brigade, protected by the battery, constructed two bridges over Stewart's Creek, arriving at the battle-field on the 30th. On the morning of the 31st, it was engaged in improving the fords of Stone River, on the left of the line, under fire of rebel cavalry, and soon afterward was ordered by General Rosecrans, in person, to take position in line-of-battle. The Board-of-Trade battery was stationed upon the highest point in the battle-field, on the ridge between the pike and the railroad—the First Battalion, Pioneer Brigade, Lyman Bridges commanding, being formed upon the left of the battery. The enemy poured in a heavy fire of grape, canister and musketry on the battalion, but an advance was made, notwithstanding. At 12 m., the enemy (General McCown's division) came down on the double-quick, in splendid order, with their standards flying. They were allowed to come within three hundred yards, when the musketry of the entire brigade, and the battery, with grape and canister, opened a most deadly fire, which the enemy returned as earnestly. The attacking column, however, reeled and fell back in disorder, the rebel colors

being struck down and barely rescued. Many of the wounded reached the Union lines during the day and night, all declaring that the 12 o'clock charge was simply terrific. The 11th and 14th Texas regiments were principally engaged in this assault.

The enemy rallied his forces again at 5 o'clock p. m., advancing upon Bridges's left flank through a border of the woods. Lieutenant Stevens, of the Board-of-Trade battery, and Bridges's battalion, opened fire simultaneously, driving the Confederates back to the woods in disorder. Early on New Year's morning, the enemy again appeared on the left, when the brigade changed front, Captain Stokes moving his battery on the right of Bridges. In the meantime, through the bravery and skill of Lieutenant Stevens, a gun which had been abandoned by our men was seized by him and carried in triumph to the Board-of-Trade battery, and, until after the battle of Chickamauga, the battery retained its seven guns. On the new formation, the enemy advanced and opened fire, as he supposed, on our flank, but the return fire soon undeceived him, and in half an hour he fell back behind his intrenchments.

On the afternoon of the 2d, the artillery of the entire left wing of the Union forces, together with the batteries belonging to Negley's division and Stokes's battery, making fifty-eight guns in position, were massed on the left bank of Stone River. As soon as Breckinridge's command entered the open ground to his front, pressing on toward Van Cleve's division, this park of artillery opened a heavy and accurate fire. The havoc made in the advancing ranks was fearful, but the Confederate command swept on and drove their enemy across the river; where, with the assistance of the artillery fire, which continued to enfilade their ranks, they were swept back, and driven into their line of intrenchments, by Negley's division. The part which the artillery took in this day's battle was simply stupendous, and no small portion of the honor gained by this branch of the service was due to the Board-of-Trade battery. Captain Morton eulogized the conduct of the artillerymen in the highest manner. They also won high encomiums from Rosecrans, under whose eye they fought. Captain Morton says:

"As the commanding general was everywhere present on the field with his staff, he can not but have remarked the good service done by Captain Stokes, who manifested the greatest zeal, and managed his battery with the utmost decision and success."

General Negley also, under whose orders the battery temporarily acted, says:

"The promptness displayed by Captain Stokes in bringing his battery into action by my orders, and the efficient manner in which it was served, affords additional evidence of his marked ability and bravery as an officer and patriot."

The First Battalion of the Pioneer Brigade, supporting the battery, was commanded, at Stone River, by Captain Lyman Bridges, of the 19th Illinois, who was wounded on the 31st of December, but remained in command of the battalion through the battle.

The loss of the battery during the engagements before Murfreesboro' was one officer wounded, three men killed and nine men wounded.

CORPORAL A. H. CARVER died in Nashville, during the last week of March, 1863, of wounds received at Stone River. He had been for many years a resident of Chicago, employed in the job department of the Tribune office. His remains were brought to the city, and buried from the Tabernacle Baptist Church.

Andrew Finney, formerly in the employ of the Michigan Central Railroad Company, J. S. Stagg and W. H. Wiley, the killed of the battery, were buried at Rosehill, Chicago, March 22, public funeral services being held at Bryan Hall, and a sermon in memory of William H. Wiley being preached at the Swedenborgian Church, on the same day.

Lieutenant Trumbull D. Griffin, Sergeants A. L. Adams and J. W. Bloom were seriously wounded; Corporal John A. Howard and Privates W. H. S. Odell, J. C. Camburg and J. D. Toomey were wounded.

The battery went into camp near Murfreesboro', after the battle of Stone River, and, in March, Captain Stokes was in command of the First Battalion of the Pioneer Brigade, his connection with the battery remaining the same. In April, the battery was changed from foot to horse artillery, and its complement augmented to one hundred and eighty-six men. It was also detached from the brigade, and assigned to the Second Division of Cavalry, General George Crook commanding. With the Second Division it marched on the Tullahoma campaign June 24, taking part in the skirmish with Wheeler's cavalry at the crossing of Elk River, Tenn. The battery then moved to Winchester, remaining until the latter part of August, when it crossed the Tennessee, September 2, and, with the Second Cavalry Division, ascended Sand Mountain, and took the advance in McCook's movement down Will's Valley, to Alpine, Ga. It then moved to Crawfish Springs, September 19, and the following day one section was thrown into action on the extreme right. R. N. Pearsall was the only member of the battery wounded. On the 22d, the battery fell back to Chattanooga, and then moved forty miles up the north bank of the Tennessee, to guard the fords in that vicinity against an anticipated raid of a large force of Confederate cavalry. In spite of the precautions taken, General Wheeler crossed four divisions on the morning of September 30, and moved up the river. As soon as General Crook discovered this, he ordered a pursuit of Wheeler. The battery, with the Second Brigade, Crook's advance, followed Wheeler's forces, and, on October 3, Miller's brigade, then in advance, met and routed the enemy near McMinnville. On the 5th, the command advanced to Murfreesboro', rested one night, and started again, on the 7th, in pursuit of Wheeler. A few miles from town the Confederates were encountered, and their rear guard was driven for about six miles, when the Second Brigade encountered Wharton's division, which immediately advanced upon the command, which was somewhat disorganized from the hurried pursuit. Quickly forming line, the brigade opened fire, when "just when he was needed more than any other man, Captain Stokes galloped up with his battery, opened fire rapidly, and drove the enemy again in retreat."

Half a mile before reaching Farmington (about five miles from where the last-mentioned engagement took place) the advance commenced firing on a rebel line of skirmishers. Long's (Second) brigade was ordered to the front, and halted on arriving there. Directly before it, the Lewisburg pike formed a straight cut through a very dense cedar glade. On the right and left, cedars, large and small, filled every space, and it was impossible for a horse to pierce the thicket. The enemy opened with his artillery—his battery being in position in the main street of the town, which was simply the continuation of the pike. To the right, and a little to the rear, of the position reached by the Board-of-Trade battery, was an open field of four acres, the cedars forming a hedge around it. The guns of the battery were *undisturbed* and dragged by the boys into position on the pike, at one corner of the field, and the Second Brigade was formed in column of battalions within the enclosure.

Meantime, Miller's command had dismounted, deployed in line on the right and left of the road, and advanced into the cedars. After a moment of suspense, the enemy's artillery opened a terrible fire upon the Second Brigade. The battery was posted in the cedar

thicket, some four hundred yards distant from the Union troops, and poured into their ranks a heavy fire of grape, canister and shell, the infantry making one or two charges, at the same time attempting to turn both of General Crook's flanks. The Board-of-Trade Battery was ordered forward; but position could only be found for one piece, which was in full view of the enemy, and not over three hundred and fifty yards distant. This one gun was commanded by Lieutenant Stevens; and in three shots he disabled one of the enemy's pieces, blowing up a caisson, and throwing their ranks into confusion. Lieutenant Stevens's gun finally being disabled, and every man wounded, it was taken to the rear by hand, the narrow space not allowing any movement of horses. In the same manner, another piece was brought into position, and its rapid and vigorous firing soon silenced the opposing battery. At this moment, the Second Brigade, ordered to charge, broke through the enemy's line, scattering them to the right and left, and capturing four guns, some wagons, and several prisoners. The enemy being in an open country, a sabre charge was ordered, but the roads had been barricaded so as to render this impossible. The command went into camp for the night at Farmington, the captured guns being turned over to the Board-of-Trade Battery as trophies, to which it was certainly entitled. The pursuit was continued to Rogerville, where the battery, with Long's brigade, arrived October 9, and, Wheeler having re-crossed the Tennessee, it moved soon after to Maysville, near Huntsville, Ala., where it remained encamped through the winter of 1863-64.

In the spring, the battery returned to Nashville to reorganize and refit, receiving, in March, new Parrott guns from General Thomas, with the statement that "if any company had earned them, they had." It there joined Sherman's command, to take part in the Atlanta campaign. During this campaign, the Second Cavalry Division, to which the battery remained attached, was commanded by General Garrard, and moved with McPherson's Army of the Tennessee, guarding its right flank. With that command, it passed through Snake Creek Gap, and, after the battle of Resaca, crossed the Oostenaula May 15, at Lay's Ferry, and moved toward Calhoun, Ga., in pursuit of Johnston's army. It moved with the cavalry, guarding the right of the army line, until McPherson had passed through Calhoun and Kingston; fought the left wing of Johnston's army at Dallas, on the 28th of May, and when Sherman had flanked his position at Allatoona; then, with Garrard's cavalry, it moved to the left, toward the railroad. Colonel Long's brigade, to which one section of the battery was attached, joined the command at Ackworth, June 8, during this movement. The command then moved as guard to the left flank during the assaults at Pine and Kenesaw mountains, and, on July 1, relieved McPherson before the latter, when he commenced his movement toward the Chattahoochee. The Second Cavalry Division and the battery arrived at Roswell, on the north bank of the Chattahoochee, July 8; destroyed the factories there, which had been manufacturing canvas for the Confederate army, and secured and held the ford until relieved by infantry. It crossed at Roswell on the 9th, and remained encamped on the south bank until the 17th, when the advance to Atlanta was resumed. On the 18th, the Cavalry Division, forming the advance, reached and destroyed a portion of the Augusta railroad, seven miles east of Decatur; the following day drove the rebel cavalry from Decatur and entered that town, and, on the 21st, reached the works before Atlanta.

The same day, General Sherman ordered the command to Covington, forty-two miles east of Atlanta, to destroy railroad bridges across the Yellow and Uco-fauhatchee rivers, on the Augusta railroad; which was accomplished successfully, a large quantity of cotton, and two hundred prisoners being captured. In the movement of the cavalry upon the Macon Railroad, in August, two sections of the Board-of-Trade Battery, under Lieutenant George I. Robinson, participated. The forces which took part in the expedition were, the Third Division of Cavalry (Kilpatrick's), and Long's and Minty's brigades of the Second, all under General Judson Kilpatrick. Starting from Sandtown, north of Atlanta, on the 19th of August, they made a complete circuit of the Confederate army in the space of four days, fighting almost constantly with Ross's and Jackson's Confederate cavalry. They damaged the Macon road at Jonesboro', and at Lovejoy's Station captured a four-gun battery and a large number of prisoners, returning to Decatur on the 22d. The first assault on the column was made just as it reached the West Point Railroad, near Fairburn, where it was struck by the enemy, under Ross, with artillery and dismounted cavalry. The Confederates were driven from their position, and retreated across Flint River, destroying the bridge; from the eastern bank, disputing the crossing with artillery. At this point, their guns were silenced by Lieutenant Henry Bennett's section of the Board-of-Trade Battery. His men then rushed to the bank of the river, and dislodged the sharpshooters from the opposite bank, when the column crossed and advanced to Jonesboro'. The Confederate cavalry taking shelter in the buildings of this town, the artillery was advanced for the purpose of shelling them, when they mounted their horses and retreated, leaving Jonesboro' in Kilpatrick's possession. Three miles of the railroad and much public property was destroyed, and the column marched toward Lovejoy's Station, tearing up a portion of the Macon Railroad as it advanced. At Lovejoy's Station the column had a severe engagement with a whole cavalry division under Jackson, in which the brigades of the Second Division, with the help of the two sections of the battery, captured a battery of four guns, three stands of colors and many prisoners. During this expedition, General Eli Long, commanding the Second Brigade, was promoted to the command of the Second Division of Cavalry, to which the Board-of-Trade Battery remained attached.

With the division, the battery returned to Nashville, as a portion of General Thomas's command, soon after the termination of the Atlanta campaign; participating in the battles before that city, December 15-16, 1864. After the pursuit of Hood was ended, it was sent with the cavalry to Eastport, Miss., remaining encamped at that point until the spring of 1865, whence it moved to Chickasaw, Ala., and, on March 22, set out with Wilson's expedition for Selma and Macon. On April 1, the battery arrived at Plantersville, Ala. On the morning of April 2, Long's division arrived in front of Selma, Ala., which was held by a heavy force under Forrest. The works surrounding the place were exceedingly strong, consisting of a heavy line of earthworks, eight to twelve feet high, and fifteen thick at the base, with a ditch in front, four feet wide and five deep, partly filled with water, and, still in front of that, a stockade of heavy posts, five feet high, and sharpened at the top. Four forts covered the ground over which the assaulting column must advance—the ground being rough, and broken by a deep ravine. The works were charged and captured by a part of the Second Division, aided by the

effective fire of the artillery. Two thousand prisoners and twenty pieces of artillery were captured. Captain George I. Robinson, commanding the Board-of-Trade Battery, makes the following statement in regard to the movements of his command, at and after the engagement at Selma:

"On the morning of April 2, at half-past seven o'clock, I again moved my battery in connection with the division, as per order of the division commander, on the road to Selma, Ala., in front of which I arrived about three o'clock p. m., and took up a position about two miles from the city, on the Summerfield road, awaiting further orders from the division commander. My position at this time was about fourteen hundred yards from the strong works of the enemy, behind which he was posted. At about half-past four o'clock, at an interview with the division commander, I was notified that the line was about to make the assault upon the works of the enemy, who had already commenced the use of his artillery upon our line. I was directed to conform the movements of my battery, as much as I could, to the movements and advance of our line, and to direct my fire so as to produce the most effect upon the enemy and to render the most assistance to the advance of the line making the assault. I therefore decided, that, as the line advanced, to advance one section of my battery as close to the enemy's works as the nature of the ground would permit, that my fire might be directed with more precision and effect. Noticing movements in the line on my right, which I supposed to be an advance, I moved one section forward about four hundred yards, thus exposing both its flanks to an almost direct fire from the enemy's artillery, while he was using it upon me, also, directly in my front. As I was thus in an advanced and very exposed situation, and having mistaken the movement of the line for an immediate advance, I withdrew this section to my first position, and kept up my firing from that point, until the line moved forward to the assault, when I moved my whole battery forward to the advance position referred to, replying rapidly to the fire of the enemy's artillery, until it was silenced by the close approach of our men to the works, which, in a moment more, were in our possession. From this advanced position, I was able, partially, to enfilade a long line of the enemy's works on my left, which was also enfiladed by the fire of our forces that had carried the works to my right and front, causing the enemy to seek shelter outside of the breastworks, and between them and the palisades, under the protection of which he was endeavoring to escape. Noticing this, I directed the fire of two of my guns down this line, and with good effect. At the same time, I ordered one section, under Lieutenant Griffin, to advance inside the works, now in our possession, for the purpose of engaging the rebel artillery that had now opened upon our line from works close up to town, riding forward myself to select the position for the section. The road was now being rapidly filled by an advancing column of mounted troops, which prevented this section from getting up as promptly as I desired; but I soon had it in position, closely followed by the balance of my battery, and opened upon the inner line of works, which, like the first, was soon in the possession of our troops, rendering further firing unnecessary.

"Receiving no further orders, and having learned that the brigadier-general commanding had been wounded early in the engagement, I held my battery, awaiting orders from his successor which I received from Colonel Robert H. G. Minty, late in the evening, to go into camp. I have no losses to report during this engagement.

"On the morning of April 3, by direction of the colonel commanding division, I proceeded to destroy the captured ordnance along the line of works. * * * The guns were spiked, the trunnions knocked off of most of them, rendering them entirely useless until re-cast. The carriages and limbers, with field caissons, were burned. I also caused to be destroyed about four thousand and three hundred rounds of ammunition. On the evening of April 5th, I received orders from the colonel commanding, to have a section in readiness, at midnight, to accompany an expedition that was to be sent out. This section was furnished under command of Lieutenant Griffin, returning to Selma after an absence of twenty-four hours, having marched about forty miles. On the afternoon of April 8th, I crossed the Alabama River with my battery, and encamped, with the division, on the road leading to Montgomery, and five miles from Selma. On the evening of the 9th, I proceeded with one section of my battery to the Alabama River, at a point some six miles above Selma, with instructions to watch for and prevent any boats passing down the river. On the morning of the 10th, I was ordered back to my encampment, not having occasion to use my guns, and shortly afterward resumed the march, in connection with the division, toward Montgomery, encountering very bad roads, and camping at eight o'clock p. m. near Benton. Resuming the march on the 11th, we found the roads, at times, almost impassable, requiring much labor of a

pioneer character, keeping the command up, and on the road, all that night. Continued the march during the 12th, and camped at Catoma Creek. On the morning of the 13th, I marched my battery, in connection with the division, through Montgomery, camping seven miles east of it. On the 14th, the march was resumed toward Columbus, Ga., at which place the command arrived on the 17th, and from thence to Macon, Ga., where it arrived on the evening of April 20. * * *

"It will be observed that this battery has marched, in twenty-one days, upwards of six hundred miles, varying from twenty-two to forty-nine miles each day, or an average of about thirty miles; which, in consideration of the very bad condition of the roads for a large portion of the distance, I consider almost unprecedented in the movements of artillery."

Macon was taken without opposition. There, official information was received of the armistice between Generals Sherman and Johnston, and no further important military movement being made in the Central Division of the army, the battery returned to Nashville, and thence, in June, to Chicago, arriving at two o'clock on the morning of the 27th. The battery was met at Michigan City by a delegation of the members of the Board of Trade, which escorted it to the city, where it was greeted by a National salute of thirteen guns. At noon it was tendered a hearty welcome by the Board of Trade, where, on motion of P. L. Underwood, it was unanimously

"Resolved, That all surviving members of the battery, who have been in active service with it, be constituted honorary life members of the Board of Trade."

On the evening of the 27th, the Board of Trade gave a magnificent banquet at Metropolitan Hall, in honor of the return of the company from which they had expected so much, and which had never disappointed their expectations. The Chicago Tribune, in noting the return of the battery, and the eagerness of the citizens to do it honor, said truly, that it left Chicago for the field,

"in all respects a picked and chosen company, setting a brave example to their yet unwilling and hesitating fellow citizens. Like the gallant 7th of New York, they were the flower, and proved themselves the chivalry, of their city. It was, therefore, cowardly and infamous in any to hold back from the service, with such an example before their eyes. To the question, 'Who will go up to fight the Philistines?' every one of the eligible young men belonging to the Board of Trade had replied, 'I will.' And so eager were they of the honor of fighting in this commission for their country, that many of them offered to those who had already enlisted, large sums of money if they would resign in their favor. On that account—on account of the principle which animated them—because they needed no golden spur to urge them to the fight, the highest praise and honor was accorded to the battery."

The battery returned to Chicago one hundred and sixty-five strong,—officers and men,—the following being the return roster:

Captain, George L. Robinson; Senior First Lieutenant, Sylvanus H. Stevens; Junior First Lieutenant, Trumbull D. Griffin; Orderly Sergeant, Menzo H. Salisbury; Quartermaster Sergeant, Calvin Durand; First Sergeant, William Randolph; Second Sergeant, Abbott L. Adams; Third Sergeant, Frank Knight; Fourth Sergeant, P. L. Anton; Hospital Steward, D. D. Jacobs.

The battery was mustered out of service at Chicago, June 30, 1865, its losses having been eleven killed, thirteen disabled by wounds or disease, five died of disease, seventeen discharged from ranks for promotion, four transferred to other branches of service, five captured and incarcerated in Andersonville.

This sketch would be incomplete without some mention of Mrs. S. H. Stevens, and this is best done by repeating the words spoken concerning her by Rev. Dr. Tiffany, on the occasion of funeral services hereinafter mentioned. He said:

"There was one who took the place of Florence Nightingale, who went out with the battery, remained with the battery, and returned but two days before the battery; tireless in devotion to the

sick and wounded, cheering despondent ones with a glad smile, soothing the anguish of pain and the restlessness of slow recovery, closing the eyes and folding the cold hands of the dead, the presence of one who has been called 'the Angel of the Battery' was a perpetual benediction."

On the 5th of July, 1865, the battery held a re-union at Bryan Hall, and, as a mark of their gratitude and love, presented her with a magnificent silver tea service. Sergeant William Randolph made the presentation speech, and Lieutenant Stevens, in the name of his wife, accepted the elegant and deserved tribute.

On January 7, 1866, the public funeral services in memory of deceased members of this and other batteries, were held at Crosby's Opera House, in Chicago; after which the bodies were interred with military honors at Rosehill Cemetery.

Those from the Board-of-Trade Battery buried at this time were: Charles W. DeCosta, who died at the general hospital, Nashville, February 2, 1863; James S. Wallace, at McMinnville, Tenn., August 9, 1863; Samuel Dodd, at Murfreesboro', March 3, 1863; J. Jouberts, from wounds received at Kenesaw Mountain, died August 2, 1864; Edward C. Fields, from wounds received at Decatur, Ga., August 4, 1864; Thomas Wygant, at Lovejoy's Station, Ga., August 20, 1864; George T. White, from wounds received at Lovejoy's Station, died at Vining's Station, Ga., August 28, 1864; M. V. B. Snow died at Wilmington, March 18, 1864; George Crane, killed near Pulaski, Tenn., December 24, 1864.

CHICAGO MERCANTILE BATTERY.—On July 29, 1862, the Mercantile Association of Chicago, voted that the rooms of the association should be opened to recruit an infantry company, to be called the Doggett Guards, which should be under its own special patronage and care. Finding that an artillery company, if raised, could be furnished with Carr's union repeating guns, the original intention of recruiting infantry was abandoned, and the muster rolls of the Mercantile Battery were opened at the rooms of the association on August 5. On August 8, the ranks were full, and fifty applicants had been refused. On August 13, the battery went into camp near Camp Douglas, and on the 29th of the same month was mustered into service under the following officers:

Captain, Charles G. Cooley; Senior First Lieutenant, Frank



C. Wilson; Junior First Lieutenant, James H. Swan; Senior Second Lieutenant, David R. Crego; Junior Second Lieutenant, Frederick B. Bickford; Sergeant-Major, Pinkney S. Cone; Quartermaster-Sergeant Edwin J. Crandall; Sergeants: Samuel H. Tallmadge, Thomas N. Suckles, George Throop, Warren P. Whitney, Edward J. Thomas, William K. Knight; Gunners, with rank of corporals: Fred. A. Sampson, John Lunt, Solomon F. Denton, Charles P. Hazeltine, Nelson James, John C. Lee.

The battery remained at Camp Douglas, waiting for horses and equipments and greater proficiency in artillery drill and practice, until November 8, 1862, when it moved, in obedience to orders, to Memphis, Tenn., starting from Chicago one hundred and fifty-two strong. Arriving at Memphis, it moved, on the 24th, with General Sherman, for the Tallahatchie, arriving at College Hill, near Oxford, Miss., on December 5. On December 9, the movement on Vicksburg by the Yazoo River, being determined upon, the battery returned to Memphis to prepare for it—arriving there on the 12th. On General Sherman's return to Memphis, he reorganized a portion of the forces there into two divisions,

under Generals A. J. Smith and G. W. Morgan, to the former of which the Chicago Mercantile Battery was attached.

On December 21, the battery embarked with Sherman's army for an expedition against the northern defenses of Vicksburg, and reached Milliken's Bend on the 24th, and the following day, with Smith's division, marched twenty-five miles west, into Louisiana, to destroy a section of the Shreveport Railroad, which was struck at Dallas. The command then returned to Milliken's Bend, and joined Sherman on the Yazoo, near Chickasaw Bayou, on the 27th.

The next morning, the division advanced along the main road to Vicksburg to within a mile of the bluffs. The battery occupied various positions to cover the movements of the division, until the attack was abandoned, December 31, 1862, when, at midnight, one section of the battery, with the 108th Illinois Infantry, covered the retreat of the boats down the Yazoo. On the return of the troops to Milliken's Bend, General McClernand assumed command of the army, styling it the Army of the Mississippi, and organizing it into two corps—Thirteenth and Fifteenth—commanded by Generals Morgan and Sherman respectively. The Chicago Mercantile Battery remained attached to General A. J. Smith's division, which was designated the Tenth Division, Thirteenth Army Corps.

On the 5th of January, 1863, the battery, with Smith's division, embarked at Milliken's Bend for an expedition fifty miles up the Arkansas River, against Fort Hindman, or Arkansas Post. In this movement, the battery was temporarily attached to the Ninth Division, General Osterhaus. On January 11, the gunboats moved up the river and opened fire, followed by the field artillery. On the left, Colonel Sheldon, under General Osterhaus's direction, ordered the sections of the Mercantile Battery under his command to a position within two hundred yards of the enemy's defenses, to cover the assault of the infantry on the eastern face of the fort. The section under Lieutenant Wilson, on the opposite shore, opened into the enemy's line of rifle-pits, and did good execution. The battery received public thanks from General Osterhaus for the efficient service it rendered in its first engagement, and for the "excellent and gallant conduct of both officers and men." The command of the captured post was assigned to General A. J. Smith, as a token of the conspicuous merit displayed by himself and command during the engagement.

The command re-embarked at Arkansas Post on the 17th, and moved down the Mississippi to Young's Point, nearly opposite Vicksburg, where the battery went into camp on the 25th. General Grant assumed personal command of the movements against Vicksburg on the 30th, and General McClernand took command of the Thirteenth Corps. Most of the officers were sick at this time, and Lieutenant Swan was appointed to command the battery; which remained at Young's Point until March, when it moved, with the division, to Milliken's Bend, fifteen miles above Vicksburg, and again encamped until the middle of April. The change from the malarial swamps and poisonous water of Young's Point to the beautiful location at Milliken's Bend, was a grateful one to the boys; and once settled in their "shebangs" among the oaks and magnolias,* with roses and jasmine making fragrant the soft April air, good rations and improving health made the terrible winter, just passed, seem like a fearful dream.

* The members of the battery will remember how the practical jokes of "Tom" Egan also enlivened the camp.

On April 15, the battery broke camp at Milliken's Bend, and marched with the division, as a part of Grant's army, on the famous expedition against Vicksburg, by way of the Big Black River, arriving on the morning of May 1, near Magnolia Church, about three miles west of Port Gibson, Miss. There the enemy was encountered, and the battery heavily engaged, the Confederates being driven back to Fort Gibson, which they evacuated during the night.

From May 3-6, the battery, with its division, was near Willow Springs, waiting for supplies, and after leaving there reached the neighborhood of Raymond on the 15th. On the 16th, it advanced—Smith's division forming the left of McClernand's corps—on the direct Raymond road toward Edward's Station, meeting the enemy at Champion Hill, some eight miles out of Raymond. At Champion Hill, the fighting in Smith's division was confined to the artillery and skirmishers, the Mercantile Battery having a severe engagement, at short range, with a rebel eight-gun battery, in covering the advance of the left. At daylight, on the 17th, the battery joined in the pursuit of the enemy to the Big Black bridge, the Thirteenth Corps arriving at about eight o'clock a. m., and driving the Confederates from the position, with the loss of eighteen pieces of artillery and nearly two thousand prisoners.

The command crossed the Big Black May 18, and marched to within four miles of Vicksburg. On the 19th, it formed on the right of the Baldwin Ferry road, behind the crest of a hill overlooking Two Mile Creek, in plain view of the enemy's defenses a mile west. The battery opened fire from the summit of the hill, and, as soon as the enemy's skirmishers were driven back, advanced across the creek to the hill on the opposite side, covering the infantry in the assault of that day. On the 22d, a section of the battery was moved by hand to a position within twenty-five feet of the fortifications, which position it held through the day, covering Lawler's and Landrum's brigades in their heroic, but disastrous, assault on the fortifications near the Baldwin road. General McClernand remarked of this episode, that "Captain White carried one of his pieces quite to the ditch, and, double shooting it, forced it into an embrasure, disabling a gun in it ready to be discharged, and scattering the rebel cannoniers." Although the defenses of this point were carried, and the Union colors planted on the parapet, where they remained nine hours, it was a barren triumph—the Confederates falling back a little distance to an inner work, on higher ground which commanded the interior of that carried, and prevented its occupation—all but one of those who gained the interior being killed. The assailants remained in the ditch outside until nearly dark, when the attack was abandoned and the battery and infantry withdrawn.


At the close of the siege, the battery, then with General E. O. C. Ord, who succeeded McClernand in command of the Thirteenth Corps on June 18, took part in General Sherman's movement against Jackson, Miss., entering that city on Johnston's evacuation, July 17. After remaining until the 21st, engaged in the destruction of portions of the lines of railroad centering there and other Confederate property, the command returned to Vicksburg, and encamped a short time, until the Thirteenth Army Corps was transferred to the Department of the Gulf. On August 6, the battery, with that corps, proceeded to New Orleans, and thence to camp at Brashear City, where the designation of the Tenth division was changed to the Fourth, of which General

THE-OLD FLAG

LIST OF PRISONERS.

Lt Col J B LEAKE, 20th IOWA
Lt Col ROSE, 26th IND
Maj. R C ANTHONY, 2d I CAVALRY
Maj JOHN GRAY, 1st N.Y.V.
Lt Col A D NOTT, 1st N.Y.V.
S S RARE, 2d MASS VOLS
Col A J H DUGAN, 17th N.Y.
Capt F JOBLETT, 21st IND.
Capt S C BAILEY, 23d C.V.
J SANFORD, " "
W H MARY, " "
J R JENKINS, " "
A DODD KINS, " "
A WELLS, " "
W P COE, 17th N.Y.V.
W DOAMS, 19 IOWA
R H STOTT, 26th IND.
N A LOGAN, 26th " "
A ALLEN, 1st Regt U.S.V.
FRED Y TINE, 1st N.Y.
A N PROCTOR, 42d MAES
Geo SHERRIVE, " "
G SAVAGE, " "
E COLTER, 20th IOWA
D TORREY, " "
J WALLACE, 25th IND
J Woodward, 23 C.V.
J F Peck, " "
C Bailey, " "
J H Hibbard, " "
C Hartland, " "
J S Brown, " "
J W Birmingham, " "
T W Logan, 7th N.Y.V.
P J Roberts, " "
J E Lomax, 31st N.Y.V.
C E Pope, 4th U.S.
H Mosher, " "
F L... 12th MAINE
O O'Brien, 18th N.Y.V.
D C Ettersen, 2d RI CAV
J V Hugo, 24th CY
Q Ayers, " "
C Kirby, 17th N.Y.
J M Sampson, 4th MASS. V.M
H V...
Harry Weston, Gunboat Maine Mast Mole
W Johnson, " Eng near
B W Marton, " Engineer
T D Vanderburgh, 10th Ind Cavalry
Asst Surg J M Laughlin, 1st Ohio Inf
Lieut J L... 6th C.A.
Wm Dudley, " Major
J W Dunne, " Major
V H Lewis, 42d Mass.I.
S E White, " "
O E Kelly, " "
B P Stonch, " "
T D McNamee, " "
Henry Humbolt, 4th Mass
H D Dana, Signal Corps
J W Boon, 1st Mass
Thos S Arthur, 11th N.Y.V.
V Noble, " "
Robt Duran, " "
W Nichols, 75th IOWA
B F Wright, 18th IND.
L J Collins, 18th IND.
C P Emerson, 15th 3rd NY.
J Mansueti, 19th IOWA
F. Smith, 21st IOWA
Wicks, Gunboat Chilton
Asst Maj J W...
Asst Surg J W...
Lt Comdr F Crocker, " Chilton
Alty Engrg...
Engineer P A Fox, " "
Lt Col de Amos Johnson, " Sachem
Ensign Adl Raynold, " "
Ryder Capt Schuyler Munroe Jr.
LT. P Koch, 19th IOWA
LT. A. Rugg, 19th IOWA

CAPT. S. E. Thompson, 176 N. Y. V.
 " Geo. S. Crofut, 230 C. V.
 LT. E. Kirby, 1604 N. Y. V.
 " D. G. Wellington, 176 N. Y. V.
 " L. W. Stevenson " "
 " J. Babcock " "
 " J. East, 1st Ark. V.
 " C. M. Dowell, 20 1st Vol.
 " J. M. Roberts, " " "
 CAPT. T. L. Spratt, 19 Iowa " "
 " S. F. Rodrick, " " "
 " L. Fisher " " "
 LT. G. Johnston, " " "
 " N. Powell, " " "
 " J. Bennett, " " "
 " H. Walton, 34th " "
 " R. Roberts, 175 N. Y.




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ADVERTISEMENTS.

THE FIRST ANNUAL
BALL
OF THE
PRISONERS OF CAMP FORD

IN MEMORY OF THE
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PARK SQUARE,
FEB. 22^d 1864

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MAJ. R. C. ANTHONY.
L. F. JOHNSON
CAPT. COE.
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 of the Article.
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Burbridge was the commander, and General Ord commanded the corps. In October, the battery, with a part of its division, moved from camp at Brashear City to Opelousas, and thence to Barras Landing, near Bayou Teche, where it encamped until November 1. It then marched, with one brigade of Burbridge's command, down the Teche to Muddy Bayou, and on the 3d participated in the battle of Grand Coteau, wherein Major-General Washburn commanded the Federal forces, comprising the Third and part of the Fourth divisions.

On the return of the expedition, the Fourth Division went into camp at New Iberia, where it remained until December 19, when it moved to Algiers, and was assigned to duty as part of the Texas expedition, under General Washburn. Leaving Algiers, on January 5, 1864, it disembarked at DuCroz, near the mouth of the Rio Grande, on the 12th. There the command remained until the 20th of February, employed in guard and garrison duty, after which it returned to Algiers, landing there on the 24th, and moving thence by rail to Berwick City, on the 5th of March. There, the Fourth Division of the Thirteenth Army Corps, commanded by General Landrum, and the Third Division, General Cameron, were placed under command of General T. E. G. Ransom, under whom they started with General Banks's miserable Red River fiasco.

Leaving Berwick City, on the 13th, the battery, with the division, marched by way of Opelousas, through Holmesville, to Alexandria, where it arrived on the 26th, and thence marched to Natchitoches, where General Banks's army concentrated for his contemplated movement on Shreveport, the head of steamboat navigation on the Red River. General Banks's forces consisted of a part of the Nineteenth Corps (composed of Eastern troops formerly commanded by himself, and at that time by General Franklin), the Third and Fourth divisions of the Thirteenth Corps (commanded by General Ransom), the Cavalry Division (commanded by General Lee*), and detachments of the Sixteenth and Seventeenth corps (under General A. J. Smith).

On the 6th of April, the whole force, with the exception of General Smith's command, moved from Natchitoches, and, on the evening of the 7th, encamped at Pleasant Hill, a little settlement in the pine woods, thirty miles distant. On the morning of the 8th, the march was resumed—the Fourth Division, to which the Mercantile Battery was attached, leading the infantry. The cavalry advance, supported by Emerson's brigade of the Fourth Division, after severe skirmishing with the enemy,† finally reached an opening in the pine forest, some fifteen miles beyond Pleasant Hill, termed Sabine Cross Roads, and three miles southeast of Mansfield, where the Confederates, under General Kirby Smith, were encountered in force, and its further advance totally checked. The remainder of the Fourth Division, commanded by General Ransom in person, was hurried forward in support, arriving at about half-past two o'clock p. m., and immediately formed in line-of-battle, at the rear of a large open field of irregular shape, through which the road to Mansfield passed in a northwesterly direction. A narrow belt of timber divided the field on the right of the road.

One regiment of the Fourth Division was placed on the left of the road to support Nim's Massachusetts battery, Dudley's cavalry brigade also guarding the left

flank. The remainder of the Fourth Division was formed in rear of the belt of timber on the right, the Chicago Mercantile Battery occupying a position in the center of the field. Nim's battery was then advanced to the extreme front; three pieces on the left of the road, one in the road, and two on the right. The Confederates occupied a strong position on rising ground in the edge of the woods, on the farther side of the "clearing," their line, through which ran the road, curving around toward the Union right. At about half-past four, the Fourth Division moved forward through the belt of timber in its front, and immediately engaged in heavy skirmishing with the Confederates. Ransom's skirmishers were driven back, and the enemy immediately moved in heavy columns from the woods, and advanced, across the clearing in his front, upon the Union right and center, which held its ground bravely, and, after severe fighting, checked and, finally, partially repulsed the enemy. The Confederates moved from their flank with such rapidity, and the troops in the front were so long delayed by the non-receipt of orders to retire, that Federals and Confederates were charging across the field in a jumble of blue and gray, and were equally the recipients of the steady fire from the batteries; the Federals, in addition, receiving some desultory shots from the "Johnnies," with whom they were thus intimately and unpleasantly associated. Before the right had accomplished this, however, the Confederates had attacked the left. General Ransom attempted to withdraw his division and form a new line on a ridge in the woods, a little in the rear; and, while engaged with Captain White in an effort to retire the Mercantile Battery to the desired position, was shot through the knee, and carried to the rear just in time to escape capture.*

The effort to retire the Fourth Division was utterly futile, the Confederates rushing in overwhelming force on the left, scattering the cavalry, which fled in utter confusion, capturing Nim's battery and pushing the infantry back through the woods in complete disorder. The only road—a narrow pass through the pine woods—was completely blocked by the baggage train.† The Third Division, hurrying to the front, was pushed back in the general rout; the Mercantile Battery could not be taken from the field, but in the attempt to save it, or render it worthless, Captain White was wounded and captured, Lieutenants George Throop and Joseph W. Barr killed, Lieutenant Cone captured, one non-commissioned officer and one private killed, nine privates wounded and eighteen captured. Among the captured were Sergeants I. L. Day, Henry C. Brackett, George E. Bryant, and Privates William Munn, of Chicago, and J. W. Arnold and Sanford L. Parker, of Rockford. They were held in captivity, subjected to the hardships of prison life, fourteen months, being exchanged during the Red River parole, May 20, 1865.

After this battle, the battery was ordered back to New Orleans, where it went into camp to recruit and procure new guns. In May, 1864, the battery was furnished with infantry arms and equipments, and details were required from the command for fatigue and guard duty on the fortifications. Through some unfortunate misunderstanding of the duties to which they were liable while temporarily serving as infantry, the battery, commanded by Lieutenant Henry Roe, so

* A. J. Smith, in *The Great Republics of the New Orleans Republic*.

† When the battery was first encountered, General Banks, accompanied by two regiments of infantry, was marching in column, and, in reply to the officers of the battery, he shouted that "We'd drive these rebels back to their tents." *Chicago Tribune*, 1864.

* General Ransom subsequently died from the effects of this wound—one of the bravest soldiers and finest men whose life was sacrificed during the war.

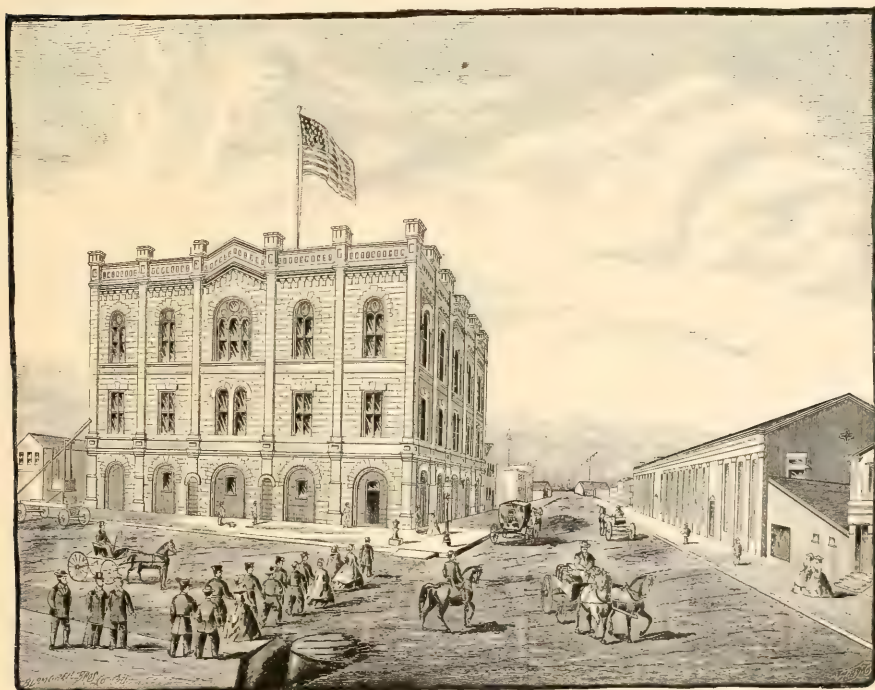
† The military genius which thus had the baggage train up with the advance of the army, is too apparent in its idiosyncrasy to need comment. The fact that Kirby Smith's attack in force was an utter surprise to Banks, proves how well the latter had the country scouted. The Confederates had kept skirmishing with the Federal troops, and falling back before them, until the latter, under the masterly inefficiency of Banks, were drawn into the disastrous rout at Sabine Cross Roads.

replied to this order as to cause the arrest of Lieutenant Roe and other officers, for alleged disobedience of orders, by Lieutenant-Colonel Viall, commanding the post. Lieutenant Roe being exonerated and released, the dismounted battery was provided, in August, 1864, with horses, equipments and guns, and attached to a cavalry division, under General Davidson, under whom it started on an expedition to destroy the Mobile and Ohio Railroad. After proceeding to Baton Rouge, it was ordered to Pascagoula, and, on May 8, 1865, returned to New Orleans, and there it remained in camp until June, when it was ordered to Chicago, where it arrived July 3, and was mustered out of service July 10. On its return, the battery numbered one hundred and thirty men, of whom only thirty-five were original members of the company.

The officers, on its return, were

Captain. P. H. White; Senior First Lieutenant, P. S. Cone; Junior First Lieutenant, F. D. Meacham; Senior Second Lieutenant, Henry Roe; Junior Second Lieutenant, James C. Lincoln.

In closing this brief itinerary of the movements of this battery, it is a matter of simple justice to the members and their many relatives and friends in this city, to state that no body of men could have fought more bravely or determinedly, than did the Chicago Mercantile Battery at the battle of Sabine Cross Roads; and there is no doubt but that the boys would have got their guns off the field, if that incomprehensible N. P. Banks had not conveniently massed the baggage wagons in the road. But they were there, and that settled the fate of the guns. The writer of this annotation was present at that battle, and deems that, with the single exception of the battle of Manassas, the battle of Sabine Cross Roads stands alone—*sui generis*—a monument to Nathaniel P. Banks, and one which no Union soldier who ever participated in the disgraceful "skedaddle" can either condone, forget or forgive. Had it not been for General A. J. Smith, who checked the triumphant onslaught of the Confederates, the entire Union army would have been marched to Camp Tyler prison.



THE ARMORY AND GAS WORKS, ADAMS STREET.

TABULAR RECORD OF CHICAGO SOLDIERS

WHO ATTAINED TO THE RANK OF COMMISSIONED OFFICERS DURING THE WAR OF THE REBELLION.

TABLE A. INFANTRY.

NAMES.	No. of Regiment.	Company.	Rank and line of Promotion.	Date of Commission.	Date of close of Service or of Transfer.	REMARKS.
John McArthur.....	12th	.....	Colonel.....	May 3, 1861.....	.....	Enlisted in three months' service, and re-entered the three years' service. Promoted brigadier-general March 21, 1862.
Arthur C. Ducat.....	12th	A	2d Lieutenant.....	May 11, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Promoted in May 10, 1861.
Joseph Kellogg.....	12th	.....	Major.....	Sept. 24, 1861.....	Resigned Feb. 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Promoted in May 10, 1861.
John Noyes, Jr.....	12th	A	Lieut.-Colonel.....	April 1, 1862.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Brevetted brig.-general March 13, 1865.
James R. Huganin.....	12th	K	1st Lieutenant.....	April 25, 1861.....	Resigned July 12, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted Aug. 20, 1861, as private in 12th Inf. Co. K, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, then 1st lieutenant.
William E. Waite.....	12th	K	Major.....	April 1, 1862.....	Term expired Aug. 1, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
William Tibbitts.....	12th	K	1st Lieutenant.....	October 21, 1864.....	Mustered out July 10, 1865.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Eben Bacon.....	12th	K	2d Lieutenant.....	April 25, 1861.....	Resigned Nov. 24, 1861.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Duncan McLean.....	12th	A	1st Lieutenant.....	August 1, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
George Mason.....	12th	.....	Quartermaster.....	October 15, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Horace Wardner.....	12th	.....	Adjutant.....	June 16, 1862.....	Must'd out April 13, 1865.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Owen E. Smith.....	12th	A	Surgeon.....	May 22, 1862.....	Promoted to brig. surgeon.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Washington Van Horn.....	12th	A	1st Lieutenant.....	July 16, 1861.....	Mustered out July 10, 1865.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Louis Wagner.....	12th	A	2d Lieutenant.....	August 1, 1864.....	Term expired Aug. 1, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
James B. Johnson.....	12th	A	1st Lieutenant.....	June 2, 1865.....	Mustered out July 10, 1865.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
James M. McArthur.....	12th	G	2d Lieutenant.....	June 16, 1862.....	Resigned Aug. 3, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Henry B. Wager.....	12th	K	1st Lieutenant.....	August 1, 1861.....	Promoted col. 3d Heavy Artillery, April 27, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
George G. Knox.....	13th	D	2d Lieutenant.....	October 4, 1862.....	Resigned Dec. 14, 1862.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Samuel W. Wadsworth.....	13th	I	1st Lieutenant.....	August 1, 1861.....	Promoted to 1st lieutenant 1st Artillery, March 6, 1862. Resigned April 15, 1865.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
James G. Everest.....	13th	I	2d Lieutenant.....	May 3, 1861.....	Resigned March 17, 1863.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Isaac H. Williams.....	13th	I	1st Lieutenant.....	March 17, 1863.....	Term expired June 22, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Hyacinthe Canife.....	13th	I	2d Lieutenant.....	May 22, 1861.....	Resigned March 31, 1862.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Robert Rutherford.....	13th	I	1st Lieutenant.....	November 10, 1862.....	Honorably disch'd, March 11, 1865.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
John B. Turchin.....	19th	.....	2d Lieutenant.....	March 17, 1863.....	Term expired June 22, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Joseph R. Scott.....	19th	.....	Colonel.....	March 17, 1863.....	Resigned as colonel Aug. 6, 1863.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Alexander W. Raffin.....	19th	E	Lieut. Colonel.....	June 22, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Frederick Harding.....	19th	.....	Colonel.....	August 7, 1862.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
James V. Guthrie.....	19th	C	Lieut. Colonel.....	July 22, 1862.....	Resigned Sept. 6, 1862.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Chauncey Miller.....	19th	.....	Major.....	July 30, 1861.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Robert W. Wetherell.....	19th	.....	Adjutant.....	September 6, 1862.....	Resigned, July 12, 1862.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Samuel C. Blake.....	19th	.....	Quartermaster.....	August 10, 1861.....	Promoted by the President, May 5, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Russell G. Rogers.....	19th	.....	Surgeon.....	August 5, 1861.....	Transferred.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Augustus H. Conant.....	19th	.....	1st Lieutenant.....	August 5, 1861.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
James E. Haylen.....	19th	.....	Adjutant.....	July 31, 1862.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Clifton T. Wharton.....	19th	A	2d Lieutenant.....	May 4, 1861.....	Transferred to U. S. Army, Aug. 6, 1861.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
John C. Long.....	19th	A	1st Lieutenant.....	May 4, 1861.....	Resigned Aug. 17, 1862.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
William B. Curtis.....	19th	A	2d Lieutenant.....	August 6, 1861.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Thomas M. Beatty.....	19th	A	1st Lieutenant.....	August 17, 1862.....	On detached service at muster-out of regiment.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
William Jones.....	19th	C	2d Lieutenant.....	July 30, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Washington L. Wood.....	19th	C	1st Lieutenant.....	September 6, 1862.....	Resigned Dec. 1, 1863.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Charles A. Coffey.....	19th	D	2d Lieutenant.....	July 30, 1861.....	Resigned Feb. 7, 1863.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
William A. Calhoun.....	19th	D	1st Lieutenant.....	October 20, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
James E. Fennel.....	19th	D	2d Lieutenant.....	February 1, 1863.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Samuel S. Boone.....	19th	D	1st Lieutenant.....	February 7, 1863.....	Resigned Oct. 31, 1861.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
David F. Bremer.....	19th	E	2d Lieutenant.....	July 30, 1861.....	Resigned Feb. 1, 1863.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
James W. Raffin.....	19th	E	1st Lieutenant.....	October 31, 1861.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Charles D. C. Williams.....	19th	G	2d Lieutenant.....	July 22, 1862.....	Term expired July 9, 1864.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
William Bishop.....	19th	G	1st Lieutenant.....	July 30, 1861.....	Transferred to marine artillery.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Charles H. Roward.....	19th	G	2d Lieutenant.....	January 1, 1862.....	Transferred to artillery.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
Charles H. Shepley.....	19th	I	1st Lieutenant.....	July 30, 1861.....	Transferred to artillery.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
			First Lieutenant.....	July 3, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.
			Colonel.....	October 18, 1861.....	.....	Enlisted for three months' service, re-enlisted for three years' service. Enlisted as a private in Co. A, Aug. 7, 1861, re-enlisted as a veteran Jan. 1, 1864. Promoted to sergeant, and 2d lieutenant.

TABLE A. INFANTRY.—CONTINUED.

NAMES.	No. of Regiment.	Company.	Rank and Line Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
C. Carroll Marsh.....	20th	.....	Colonel	May 14, 1861	Resigned April 22, 1863.	
Lysander Tiffany.....	20th	.....	Quartermaster.	September 1, 1862	Mustered out July 16, 1865	
James A. Mulligan.....	23d	.....	Colonel.	June 15, 1861	June 15, 1861	Killed in action July 24, 1864.
James Quirk.....	23d	.....	Lieut.-Colonel	June 15, 1861	Mustered out (?), 1861	
Charles E. Moore.....	23d	.....	Major.	June 15, 1861	Term expired in 1864.	
James F. Cosgrove.....	23d	.....	Adjutant.	June 15, 1861	Term expired June 18, 1864	
Martin J. Russell.....	23d	A	2d Lieutenant	November 1, 1861.	Term expired Sept. 14, 1864	
			Adjutant.	June 18, 1864	Resigned Feb. 6, 1862	
Quin Morton.....	23d	.....	Quartermaster.	September 10, 1861.	Mustered out July 16, 1865	
William D. Winer.....	23d	.....	Surgeon.	June 15, 1861	Resigned Dec. 4, 1863	
Rev. Thaddeus J. Butler.....	23d	.....	Chaplain.	June 15, 1861	Resigned March 11, 1863	
Michael Gleason.....	23d	B	Captain.	June 15, 1861	Honorably discharged	
Daniel W. Quirk.....	23d	B	1st Lieutenant.	June 15, 1861	Resigned March 5, 1863	
Edward Murray.....	23d	B	2d Lieutenant.	June 15, 1861	Term expired Oct. 10, 1864	
James Finucane.....	23d	B	2d Lieutenant.	March 5, 1863.		Transferred from Co. B to Co. A (consolidated) as second lieutenant; but commission declined and canceled.
James M. Doyle.....	23d	A	1st Lieutenant.	September 1, 1864.		
Francis McMurray.....	23d	C	Captain.	June 15, 1861	Mustered out of service July 24, 1865.	
Robert Adams.....	23d	C	2d Lieutenant.	June 15, 1861	Deceased.	
Patrick Higgins.....	23d	C	Captain.	August 5, 1861	Term expired in 1864.	
John Gilman.....	23d	C	1st Lieutenant.	June 15, 1861	Dishonorably dismissed August 19, 1862.	
James Nugent.....	23d	C	2d Lieutenant.	August 5, 1861.		
John Brown.....	23d	C	1st Lieutenant.	May 9, 1862.	Resigned May 31, 1862.	
			2d Lieutenant.	May 9, 1862.		Killed July 24, 1864.
Henry Pease.....	23d	E	1st Lieutenant.	June 9, 1861.	Term expired Sept. 14, 1864	
	23d	A	Captain.	May 10, 1862	Mustered out Oct. 31, 1864	Transferred, as captain of Co. D, to captain of Co. A, 23d Regiment (consolidated).
Thomas Brennan.....	23d	E	2d Lieutenant.	May 24, 1862	Mustered out September 14, 1864.	
Martin Wallace.....	23d	G	2d Lieutenant.	June 15, 1861.		Transferred, as captain of Co. D, to captain of Co. C, 23d Regiment (consolidated).
	23d	C	Captain.	April 8, 1862.	Mustered out Feb. 27, 1865	
John C. Phillips.....	23d	G	Captain.	June 15, 1861	Resigned April 13, 1862.	
James Hume.....	23d	G	2d Lieutenant.	April 8, 1862.		
John A. Hines.....	23d	G	1st Lieutenant.	February 14, 1863.	Term expired in 1864.	
Daniel Crowley.....	23d	H	2d Lieutenant.	June 15, 1861	Resigned Feb. 14, 1863.	
Thomas Moore.....	23d	H	1st Lieutenant.	August 10, 1861.	Resigned	
			2d Lieutenant.	January 26, 1862		
James Fitzgerald.....	23d	I	Captain.	January 26, 1862	Resigned Sept. 2, 1862.	
	23d	I	2d Lieutenant.	June 15, 1861	Term expired September 19, 1864.	
Patrick J. Ryan.....	23d	D	1st Lieutenant.	March 1, 1861	Mustered out as captain of Co. I, 23d Regiment (consolidated), July 24, 1865	Second and first lieutenant of Co. I, 23d Regiment; transferred March 1, 1862, to Co. D, and promoted (September 1, 1864).
	23d	K	Captain.	September 1, 1864		
Daniel Quirk.....	23d	K	Lieut.-Colonel	May 23, 1865	Term expired in 1864	
James H. Lane.....	23d	K	1st Lieutenant.	June 15, 1861	Term expired in 1864.	
Bartholomew Quirk.....	23d	K	2d Lieutenant.	December 1, 1861.		
Edwin Coburn.....	23d	E	1st Lieutenant.	January 1, 1862	Term expired Jan. 16, 1865	
Thomas McGirr.....	23d	A	Quartermaster.	September 1, 1864	Mustered out July 24, 1865	
Owen O'Hern.....	23d	A	1st Lieutenant.	May 23, 1865	Mustered out July 24, 1865	
Martin Morrison.....	23d	A	2d Lieutenant.	March 25, 1865.	Mustered out July 24, 1865	
James Burns.....	23d	B	1st Lieutenant.	September 6, 1864	Mustered out July 24, 1865	
			Captain.	March 25, 1865		
David Costion.....	23d	B	1st Lieutenant.	September 6, 1864	Mustered out July 24, 1865	
			2d Lieutenant.	March 25, 1865		
Patrick Foley.....	23d	C	Captain.	September 6, 1864.	Mustered out July 24, 1865	
			1st Lieutenant.	March 25, 1865		
John J. Healy.....	23d	C	1st Lieutenant.	October 15, 1865.	Honorably discharged March 16, 1865.	
Thomas Cliff.....	23d	C	2d Lieutenant.	March 25, 1865.		Killed in action April 2, 1865.
John Dunn.....	23d	D	1st Lieutenant.	September 1, 1864	Mustered out July 24, 1865	
Michael O'Conner.....	23d	D	2d Lieutenant.	March 25, 1865	Mustered out July 24, 1865	
Stewart S. Allen.....	23d	E	2d Lieutenant.	February 9, 1862	Discharged Jan. 20, 1865	
Frederick Hecker.....	24th	E	Colonel.	June 17, 1861	Resigned Dec. 23, 1861.	
Geza Mihalotzy.....	24th	E	Lieut.-Colonel.	June 17, 1861		
John Van Horn.....	24th	H	Captain.	December 23, 1861	Resigned March 21, 1864.	Killed March 11, 1864.
Julian Kune.....	24th	G	Lieut.-Colonel.	June 15, 1861	Resigned Oct. 31, 1861	
Julius Standan.....	24th	G	Major.	July 8, 1861.		
			1st Lieutenant.	December 23, 1861.	Resigned July 3, 1862.	
George A. Guenther.....	24th	A	Captain.	July 8, 1861		
Julius Pann.....	24th	A	Major.	December 1, 1861.	Term expired Aug. 6, 1864	
Henry Wendt.....	24th	A	Adjutant.	July 3, 1862	Resigned Dec. 16, 1863	
William Wagner.....	24th	A	Quartermaster	November 1, 1861	Term expired Aug. 6, 1864	
Sidney L. Fuller.....	24th	A	Surgeon.	June 17, 1861	Resigned Nov. 7, 1863	
Carl Stock.....	24th	A	2d Asst.-Surgeon.	November 7, 1863.	Term expired Aug. 6, 1864	
Theodore Wild.....	24th	A	1st Asst.-Surgeon.	June 17, 1861	Resigned March 3, 1862.	
Ernst F. C. Klokke.....	24th	E	2d Asst.-Surgeon.	November 16, 1862	Term expired Aug. 6, 1864	
			1st Lieutenant.	June 5, 1861		Resigned as second lieutenant of Co. E, Oct. 31, 1861.
Paul H. Lippert.....	24th	A	2d Lieutenant.	September 20, 1863.	Received commission September 20, 1863, as second lieutenant of Co. B; assigned to Co. A.	
			1st Lieutenant.	September 30, 1864.		
Eugene W. Lippert.....	24th	B	2d Lieutenant.	July 10, 1862	Term expired Aug. 6, 1864	
Andreas Jacobi.....	24th	B	Captain.	September 20, 1863.	Promoted capt. 2d Regiment, A. D.,	
Anthony Sten.....	24th	C	1st Lieutenant.	June 22, 1861	Resigned July 10, 1862	
H. F. W. Blanke.....	24th	C	Captain.	March 3, 1862.		
Leopold Becker.....	24th	D	2d Lieutenant.	June 17, 1861		
William Vocke.....	24th	D	1st Lieutenant.	December 1, 1861.	Term expired Aug. 6, 1864	
Jacob Poull.....	24th	D	Captain.	July 10, 1862	Res gned May 14, 1863.	
August Nauff.....	24th	D	2d Lieutenant.	August 18, 1862	Term expired Aug. 6, 1864	
George Gunther.....	24th	E	1st Lieutenant.	Nov. 13, 1863	Term expired Aug. 6, 1864	
Frank Schweinfurth.....	24th	E	2d Lieutenant.	September 3, 1862	Resigned June 17, 1865.	
Augustus Kovats.....	24th	F	1st Lieutenant.	June 5, 1861	Honorably discharged March 12, 1865	
			Captain.	January 1, 1862.		
			1st Lieutenant.	June 22, 1861	Resigned Jan. 19, 1863.	

HISTORY OF CHICAGO

TABLE A. INFANTRY.—CONTINUED.

NAMES	No. of Regiment	Company	Rank and Line of Promotion	Date of Commission	Date of Close of Service or of Transfer	REMARKS.
Hugo Gerhardt	24th	F	2d Lieutenant	March 3, 1862	Honorably disch'd March 12, 1865	
Edward Bornemann	24th	G	1st Lieutenant	July 3, 1862		
			2d Lieutenant	January 1, 1863		
			1st Lieutenant	June 29, 1862		
August Bitter	24th	G	Captain	November 16, 1862	Term expired Aug. 6, 1864	
			2d Lieutenant	June 29, 1862		
			1st Lieutenant	November 16, 1862	Term expired Aug. 6, 1864	
Peter Hand	24th	G	1st Lieutenant	July 8, 1861		
			1st Lieutenant	December 1, 1861	Term expired Aug. 15, 1864	
Arthur Erbe	24th	H	Captain	June 29, 1862		
			2d Lieutenant	January 1, 1863		
			1st Lieutenant	July 10, 1863		
Moritz Kaufmann	24th	H	Captain	December 6, 1863	Term expired Aug. 6, 1864	
			2d Lieutenant	January 1, 1862		
S. Peter Hammerick	24th	I	1st Lieutenant	December 8, 1863	Term expired Aug. 6, 1864	
			1st Lieutenant	March 1, 1862		
Francis Langefeld	24th	I	2d Lieutenant	November 10, 1862	Term expired Aug. 6, 1864	
Ferdinand H. Rolshausen	24th	K	1st Lieutenant	January 1, 1862		
Charles Fritz	24th	K	1st Lieutenant	March 1, 1862	Dismissed Feb. 22, 1863	
John M. Leonis	26th	K	2d Lieutenant	July 8, 1861	Resigned June 29, 1862	
			Colonel	June 17, 1862	Hon. disch'd Mch. 12, 1865	
Robert A. Gilmore	26th		Major	August 9, 1861	Resigned April 30, 1864	
Charles A. Nazro	26th		Lieut.-Colonel	October 7, 1862	Mustered out as lieut.-colonel Oct. 27, 1864	
Julius White	37th		Colonel	August 29, 1861	Resigned June 18, 1862	
			Captain	July 16, 1861	Promoted to brigadier-general June 9, 1862	
Ransom Kennicot	37th		Major	October 19, 1863	Honorably mustered out (as lieut.-colonel) April 19, 1865	
			Lieut.-Colonel	September 9, 1864		
Henry N. Frisbie	37th	G	Colonel	August 28, 1865	Resigned Oct. 17, 1863	
			Major	August 28, 1865	Resigned Oct. 17, 1863	
Anton Neuman	37th		Adjutant	November 20, 1862	for promotion in the Corps d'Afrique	
Charles H. Chroninger	37th		Adjutant	August 15, 1861	Resigned March 24, 1862	
John H. Peck	37th		Adjutant	October 17, 1864	Mustered out May 15, 1866	
Lutifer F. Hingston	37th		Surgeon	August 5, 1861	Resigned Jan. 4, 1864	
Edward Anderson	37th		Surgeon	August 15, 1861	Mustered out Oct. 4, 1864	
John W. Lammie	37th	D	Chaplain	September 18, 1861	Discharged Jan. 25, 1862	
Wells H. Blodgett	37th	D	1st Lieutenant	August 1, 1861		
			Captain	January 1, 1863	Promoted by President	
George R. Bell	37th	G	1st Lieutenant	August 8, 1861		
Frederick Abbey	37th	I	Captain	June 9, 1862	Resigned July 7, 1864	
Isaac T. Dodge	37th	I	1st Lieutenant	August 1, 1861	Resigned Feb. 28, 1863	
Austin Light	39th		1st Lieutenant	August 1861	Term expired Sept. 22, 1864	
Thomas O. Osborn	39th		Colonel	February 28, 1863	Dismissed Nov. 25, 1861	
Orrin L. Mann	39th		Lieut.-Colonel	August 5, 1861	Promoted brig.-general volunteers May 4, 1865	
Frank B. Marshall	39th		Major	December 1, 1861	Mustered out as lieut.-col. Dec. 6, 1865	
Joseph A. Cutler	39th		Colonel	August 13, 1861	General March 13, 1865	
Samuel C. Blake	39th		Adjutant	December 1, 1861	Resigned July 15, 1862	
Charles M. Clark	39th		Surgeon	July 22, 1861	Resigned June 12, 1862	
Cyrus F. Knapp	39th	D	1st Asst. Surgeon	August 5, 1861	Resigned June 3, 1865	
William T. Moore	39th	F	Surgeon	June 3, 1865	Mustered out Dec. 6, 1865	
Nathan E. Davis	39th	F	2d Lieutenant	September 4, 1862	Term expired Dec. 30, 1864	
Thomas Moore	39th	F	1st Lieutenant	January 13, 1863	Mustered out as sergeant Dec. 6, 1865	
William B. Slaughter	39th	F	2d Lieutenant	April 29, 1865	Mustered out as sergeant Dec. 6, 1865	
Charles J. Wilder	39th	G	Captain	July 1, 1864	Mustered out as sergeant Dec. 6, 1865	
George Searing	39th	H	2d Lieutenant	October 4, 1865	Mustered out as sergeant Dec. 6, 1865	
Emile Guntz	39th	K	2d Lieutenant	August 5, 1861	Resigned Sept. 6, 1864	
William A. Webb	42d		Colonel	July 11, 1862	Mustered out as sergeant Dec. 6, 1865	
George W. Roberts	42d		Major	October 4, 1865	Resigned Oct. 18, 1861	
David Stuart	42d		Captain	July 22, 1861	Resigned Jan. 11, 1862	
David W. Norton	42d	E	Colonel	July 22, 1861	Promoted to colonel 55th Regiment	
Edward H. Brown	42d		Major	July 22, 1861	Resigned Oct. 11, 1862	
Edward D. Swartout	42d		Adjutant	July 22, 1861	Resigned Sept. 9, 1863	
Edwin Powell	42d		Quartermaster	July 22, 1861	Resigned Oct. 27, 1863	
E. O. F. Roler	42d		Surgeon	July 22, 1861	Term expired Sept. 16, '64	
Alexander F. Stevenson	42d	H	1st Asst. Surgeon	April 8, 1862	Resigned April 8, 1862	
James Lettman	42d	B	1st Lieutenant	September 4, 1862	Mustered out Nov. 30, '65	
Charles C. Phillips	42d	F	2d Lieutenant	July 28, 1861	Dismissed Aug. 15, 1862	
Andrew H. Granger	42d	F	Captain	July 28, 1861	Disability removed Dec. 31, '63; never reinstated	
William D. Williams	42d	F	1st Lieutenant	July 28, 1861	Resigned for promotion Feb. 9, 1863	
George C. Smith	42d	G	2d Lieutenant	October 11, 1862	Resigned Dec. 27, 1861	
W. H. Bloomer	42d	G	1st Lieutenant	July 22, 1861	Resigned Feb. 10, 1863	
Joseph S. Gettman	42d	G	1st Lieutenant	October 27, 1862	Resigned April 9, 1863	
Alfred O. Johnson	42d	G	2d Lieutenant	July 22, 1861	Resigned June 20, 1864	
John Wagner	42d	G	1st Lieutenant	April 8, 1862		
Levi Maass	43d	D	2d Lieutenant	January 14, 1863	Mustered out as sergeant Dec. 16, 1865	
Reiner C. Feinlemp	43d	D	Captain	December 1, 1865		
Henry John	43d	D	2d Lieutenant	September 1, 1861	Died April 7, 1862	
Frederick Feiner	43d	D	Captain	May 1, 1862		
August Menzel	43d	B	1st Lieutenant	May 31, 1865	Resigned Oct. 7, 1864	
William Kewst	43d	B	2d Lieutenant	September 1, 1861	Resigned April 30, 1862	
Charles Knobelsdorf	44th		Colonel	March 8, 1864	Transferred to Co. B, as consolidated	
Lezhar Lippert	44th	E	1st Lieutenant	November 14, 1864	Resigned	
John A. Commers	44th	E	2d Lieutenant	November 14, 1864	Transferred to Co. B, as consolidated	
David Kohl	44th	E	1st Lieutenant	November 14, 1864	Mustered out Nov. 30, '65	
Frederick Abrahamson	44th	E	2d Lieutenant	April 29, 1865	Dismissed Aug. 15, 1862	
George B. Cooley	44th	H	1st Lieutenant	April 29, 1865	Disability removed Dec. 31, '63; never reinstated	
			2d Lieutenant	April 29, 1865	Resigned for promotion Feb. 9, 1863	
			1st Lieutenant	February 22, 1863	Resigned Dec. 27, 1861	
			2d Lieutenant	February 6, 1862	Resigned Feb. 10, 1863	
			1st Lieutenant	June 7, 1862	Resigned April 9, 1863	
			2d Lieutenant	December 18, 1862	Resigned June 20, 1864	

* 49th Infantry consolidated.

TABLE A. INFANTRY.—CONTINUED.

NAMES.	No. of Regiment.	Com-pany.	Rank or Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
William Schnoeckel.....	44th	K	2d Lieutenant.....	January 16, 1862.	Resigned April 1, 1863.	
Frank W. Reilly.....	44th		1st Lieutenant.....	August 20, 1862.	Promoted surg. 26th Regt.	
George W. Woodward.....	45th		1st Asst.-Surgeon.....	March 21, 1862.	Resigned Jan. 28, 1863.	
Frederick A. Starring.....	46th		Major.....	January 1, 1862.	Resigned.....	
Gilbert W. Cumming.....	51st		Colonel.....	September 20, 1861.	Resigned Sept. 30, 1862.	
Luther P. Bradley.....	51st		Lieutenant-Colonel.....	September 20, 1861.	Promoted brigadier-gen-eral, July 30, 1864.	
			Colonel.....	September 30, 1862.		
		D	2d Lieutenant.....	December 24, 1861.		
		D	1st Lieutenant.....	July 8, 1862.		
James S. Boyd.....	51st	B	Captain.....	September 30, 1862.		
			Major.....	July 3, 1865.		
			Lieutenant-Colonel.....	July 31, 1865.		
			Colonel.....	September 24, 1865.		
Samuel B. Raymond.....	51st		Major.....	September 20, 1861.		
			Lieutenant-Colonel.....	September 24, 1862.		
			Adjutant.....	October 15, 1861.		
Charles W. Davis.....	51st		Major.....	September 30, 1862.		
			Lieutenant-Colonel.....	October 6, 1863.		
			Colonel.....	May 11, 1865.		
Rufus Rose.....	51st	K	Captain.....	December 24, 1861.		
			Major.....	October 6, 1862.		
John G. McWilliams.....	51st	E	Captain.....	December 24, 1861.		
			Major.....	March 24, 1864.		
James E. Moutandon.....	51st	A	1st Lieutenant.....	December 24, 1861.		
			Captain.....	April 16, 1863.		
			Major.....	July 31, 1865.		
Henry W. Hall.....	51st	B	1st Lieutenant.....	December 24, 1861.		
			Captain.....	June 28, 1862.		
			Adjutant.....	September 30, 1862.		
Henry Howland.....	51st		Quartermaster.....	September 30, 1861.		
		K	2d Lieutenant.....	December 24, 1861.		
Albert C. Coe.....	51st		Quartermaster.....	June 9, 1865.		
			Captain.....	June 14, 1864.		
William C. Hunt.....	51st	K	1st Lieutenant.....	October 21, 1861.		
John S. Pasley.....	51st		1st Asst.-Surgeon.....	October 28, 1861.		
Henry F. Wescott.....	51st	A	Captain.....	December 24, 1861.		
			2d Lieutenant.....	December 31, 1862.		
Jesse Johnson.....	51st	A	1st Lieutenant.....	March 28, 1865.		
			2d Lieutenant.....	September 30, 1865.		
Edward G. Blathemick.....	51st	K	2d Lieutenant.....	June 9, 1865.		
Antonio De Anguera.....	51st	A	1st Lieutenant.....	April 16, 1863.		
John S. Keith.....	51st	A	2d Lieutenant.....	December 24, 1861.		
Isaac K. Gardner.....	51st	B	2d Lieutenant.....	January 17, 1862.		
George I. Waterman.....	51st	H	1st Lieutenant.....	June 28, 1862.		
		F	Captain.....	August 6, 1864.		
George H. Wentz.....	51st	G	Captain.....	December 24, 1861.		
			2d Lieutenant.....	June 28, 1862.		
Charles C. Merrick.....	51st	D	Captain.....	September 11, 1862.		
Ezra L. Brainard.....	51st	G	Captain.....	March 1, 1862.		
Theodore F. Brown.....	51st	D	1st Lieutenant.....	March 1, 1862.		
Thomas T. Lester.....	51st	K	Captain.....	March 8, 1862.		
			1st Lieutenant.....	December 24, 1861.		
			Captain.....	October 6, 1863.		
George L. Bellows.....	51st	F	Captain.....	July 16, 1862.		
William B. Oliphant.....	51st	E	1st Lieutenant.....	March 24, 1864.		
Merritt A. Atwater.....	51st	G	1st Lieutenant.....	December 24, 1861.		
Otis Moody.....	51st	K	Captain.....	September 12, 1863.		
Charles H. Hills.....	51st	K	1st Lieutenant.....	December 24, 1861.		
Henry A. Buck.....	51st	K	1st Lieutenant.....	September 19, 1863.		
Charles H. Hill.....	52d		2d Lieutenant.....	April 16, 1863.		
George W. Rhor.....	52d		Adjutant.....	June 29, 1864.		
			1st Asst.-Surgeon.....	July 15, 1864.		
James Compton.....	52d	C	Surgeon.....	April 23, 1864.		
			1st Lieutenant.....	March 4, 1862.		
John Boylan.....	52d	C	Captain.....	April 7, 1862.		
Charles R. May.....	52d		2d Lieutenant.....	January 12, 1863.		
David Stuart.....	53d		Captain.....	November 19, 1864.		
Oscar Malmberg.....	53d	B	1st Lieutenant.....	February 1, 1862.		
			Colonel.....	October 31, 1861.		
William D. Sanger.....	55th		Lieutenant-Colonel.....	October 31, 1861.		
			Major.....	December 19, 1862.		
James J. Heffernan.....	55th	H	Lieutenant-Colonel.....	October 31, 1861.		
			Major.....	December 19, 1862.		
George L. Thurston.....	55th	B	Lieutenant-Colonel.....	July 3, 1864.		
			Major.....	October 31, 1861.		
Henry W. Jones.....	55th		Captain.....	March 1, 1862.		
			Quartermaster.....	October 31, 1861.		
Silas D. Baldwin.....	57th		Colonel.....	December 26, 1861.		
Frederick J. Hurlbut.....	57th		Lieutenant-Colonel.....	December 26, 1861.		
Norman E. Hahn.....	57th		Adjutant.....	March 12, 1865.		
Edward Hamilton.....	57th		Adjutant.....	October 1, 1861.		
William S. Swan.....	57th	C	Quartermaster.....	October 1, 1861.		
Robert B. Morse.....	57th	C	1st Lieutenant.....	December 30, 1861.		
Moses S. Lord.....	57th	C	2d Lieutenant.....	December 30, 1861.		
Frederick Laycock.....	57th	C	1st Lieutenant.....	December 30, 1861.		
Robert D. Adams.....	57th	E	2d Lieutenant.....	November 8, 1862.		
Bradley D. Salter.....	57th	E	Captain.....	December 26, 1861.		
			Major.....	December 26, 1861.		
David Kenyon.....	57th	E	Captain.....	April 7, 1862.		
			1st Lieutenant.....	March 13, 1862.		
Edward Martin.....	57th	E	2d Lieutenant.....	April 7, 1862.		
Henry S. Blood.....	57th		1st Lieutenant.....	March 13, 1862.		
Thomas Lavery.....	57th	E	2d Lieutenant.....	December 26, 1861.		
Gustav A. Busse.....	57th	G	Captain.....	July 8, 1865.		
Fritz Busse.....	57th	G	1st Lieutenant.....	December 26, 1861.		
Benjamin H. Chadburn.....	57th	I	Captain.....	June 23, 1864.		
Theodore M. Doggett.....	57th	A	1st Lieutenant.....	December 26, 1861.		
			Major.....	December 24, 1861.		
			Captain.....	August 20, 1864.		
Robert W. Healy.....	58th*		Major.....	August 20, 1864.		
			Lieutenant-Colonel.....	March 27, 1865.		
			Colonel.....	September 5, 1865.		

*Consolidated.

HISTORY OF CHICAGO

TABLE A. INFANTRY.—(CONTINUED.)

NAMES.	No. of Regiment.	Com-pany.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Washington B. Pullis	58th*	B	Captain.....	November 5, 1864.	Mustered out April 1, 1866.	
John O. Kane	58th*	D	Major.....	January 8, 1866.	Mustered out April 1, 1866.	
Louis G. Stevenson	58th*	D	Captain.....	February 6, 1865.	Mustered out June 24, '65	
James C. Dolan	58th*	G	2d Lieutenant.....	February 2, 1863.	Mustered out April 1, 1866.	
Henry N. Snyder	59th	K	1st Lieutenant.....	March 30, 1863.	Term expired Sept. 30, 1864.	(Commissioned by governor of Missouri. Regiment formerly known as the 9th Missouri.)
Allen C. Haskins	61st	I	Captain.....	February 27, 1864.	Mustered out Sept. 8, 1865	
James Lawrence	61st	I	Adjutant.....	May 5, 1865.	Resigned Feb. 25, 1864.	
Frederick Mattern	61st	I	Captain.....	March 28, 1862.	Mustered out July 13, 1865.	
William S. Stewart	65th*		1st Lieutenant.....	May 5, 1864.	Mustered out Oct. 6, 1862.	
Russell M. Hough	67th*		Colonel.....	July 31, 1864.	Mustered out Sept. 1862.	
Brook McVicar	67th*		Surgeon.....	June 13, 1862.	Mustered out Sept. 1862.	
John F. Scanlan	67th*	B	Captain.....	June 13, 1862.	Mustered out Sept. 1862.	
Peter Caldwell	67th*	B	1st Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
David F. Maloney	67th*	B	2d Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
Joseph S. Berry	67th*	C	2d Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
Judson W. Reed	67th*	D	Captain.....	June 13, 1862.	Mustered out Sept. 1862.	
Frederick W. Cole	67th*	D	1st Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
William Sharp	67th*	D	2d Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
Chas. A. Heilig	67th*	D	Captain.....	June 13, 1862.	Mustered out Sept. 1862.	
James A. Sexton	67th*	E	1st Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
Charles H. Vogel	67th*	E	2d Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
Euel G. Rounds	67th*	E	Captain.....	June 13, 1862.	Mustered out Sept. 1862.	
Kelsey Bond	67th*	I	Captain.....	June 13, 1862.	Mustered out Sept. 1862.	
John Murphy	67th*	C	2d Lieutenant.....	June 13, 1862.	Mustered out Sept. 1862.	
Lansburg B. Tucker	69th*	I	Captain.....	June 14, 1862.	Mustered out	Died August, 1862.
James O. McClellan	69th*	C	1st Lieutenant.....	August 18, 1862.	Mustered out	
John S. Mable	69th*	C	Captain.....	June 14, 1862.	Mustered out	
Charles Case	69th*	E	1st Lieutenant.....	August 18, 1862.	Mustered out	
Fidel Schlund	69th*	C	2d Lieutenant.....	June 14, 1862.	Mustered out	
Charles Varges	69th*	E	Captain.....	June 14, 1862.	Mustered out	
August W. Willige	69th*	E	1st Lieutenant.....	June 14, 1862.	Mustered out	
Aaron S. Hadley	72d	E	1st Lieutenant.....	July 22, 1862.	Mustered out	
Frederick A. Starring	72d		Colonel.....	August 31, 1862.	Mustered out Aug. 21, '65	Died at Chicago July 6, 1863, of wounds received at Vicksburg.
Joseph Stockton	72d		Lieut.-Colonel.....	August 21, 1862.	Brevet brigadier-general, March 13, 1865.	
Henry W. Chester	72d		Major.....	February 14, 1863.	Mustered out Aug. 7, 1865	
Wm. James, Jr.	72d	C	Lieut.-Colonel.....	August 21, 1862.	Resigned Feb. 14, 1863.	
Ebenezer Bacon	72d		Captain.....	August 21, 1862.	Mustered out Aug. 7, 1865	
Benjamin W. Underwood	72d	D	Major.....	July 7, 1862.	Mustered out Aug. 7, 1865	Died January 16, 1863.
Benjamin W. Thomas	72d		1st Lieutenant.....	August 21, 1862.	Resigned April 1, 1864.	
Albert G. Gibbs	72d		Adjutant.....	January 16, 1863.	Resigned Feb. 16, 1863.	
Edwin Powell	72d		Quartermaster.....	July 31, 1862.	Mustered out Aug. 7, 1865	
Burhan Durham, Jr.	72d		Quartermaster.....	February 16, 1863.	Mustered out Aug. 7, 1865	
Henry Barnes	72d		Sergeon.....	August 22, 1862.	Promoted asst. surg. vols.	
William B. Gallagher	72d	A	1st Asst. Surgeon.....	August 22, 1862.	Resigned June 20, 1863.	
Merritt P. Batchelor	72d	A	Chaplain.....	August 21, 1862.	Resigned as 3d lieutenant	
Roswell H. Mason	72d	A	Captain.....	February 14, 1863.	June 8, 1863.	
William Mohrmann	72d	A	1st Lieutenant.....	January 9, 1863.	Resigned Oct. 26, 1864.	
George B. Randall	72d	A	Captain.....	June 8, 1863.	Resigned June 1, 1865.	
Henry A. Ward	72d	A	2d Lieutenant.....	October 26, 1864.	Mustered out as 1st lieutenant Aug. 1865.	
Oliver Rice	72d	A	Captain.....	June 12, 1865.	Resigned Jan. 19, 1865.	
David W. Perkins	72d	B	2d Lieutenant.....	May 19, 1865.	Mustered out as 2d lieutenant Aug. 7, 1865.	
Daniel W. Whittle	72d	B	1st Lieutenant.....	June 12, 1865.	Mustered out as sergeant Aug. 7, 1865.	
Glen C. Ledyard	72d	G	Captain.....	August 21, 1862.	Mustered out June 17, '65	
Clifford Stickney	72d	C	1st Lieutenant.....	August 21, 1862.	Resigned Jan. 28, 1863.	
James A. Sexton	72d	D	Captain.....	May 4, 1863.	Mustered out Aug. 7, 1865	
William G. Mead	72d	D	2d Lieutenant.....	August 21, 1862.	Resigned Sept. 8, 1864.	
Louis P. Tvefort	72d	D	Captain.....	April 4, 1864.	Resigned Aug. 31, 1864.	
William B. Holbrook	72d	E	1st Lieutenant.....	August 21, 1862.	Mustered out Aug. 7, 1865	
Henry C. Nowry	72d	E	2d Lieutenant.....	January 16, 1863.	Mustered out Aug. 7, 1865	
Porter A. Ransom	72d	E	Captain.....	September 27, 1864.	Mustered out Aug. 7, 1865	
Joseph Strube	72d	E	1st Lieutenant.....	September 27, 1864.	Mustered out Aug. 7, 1865	
Isalah H. Williams	72d	F	2d Lieutenant.....	August 21, 1862.	Mustered out Aug. 7, 1865	
George W. Colby	72d	F	Captain.....	August 21, 1862.	Mustered out Aug. 7, 1865	
Herrick G. Tarnald	72d	F	1st Lieutenant.....	February 15, 1864.	Mustered out as 1st lieutenant Aug. 7, 1865.	
Henry D. French	72d	G	Captain.....	May 7, 1864.	Mustered out as 2d lieutenant Aug. 7, 1865.	
Richard Pomeroy	72d	H	1st Lieutenant.....	July 11, 1865.	Mustered out Aug. 7, 1865	
Edwin C. Prior	72d	H	Captain.....	August 21, 1862.	Mustered out Aug. 7, 1865	
Charles E. Thompson	72d	H	2d Lieutenant.....	August 21, 1862.	Mustered out Aug. 7, 1865	
John W. Murray	72d	H	1st Lieutenant.....	August 22, 1863.	Mustered out Aug. 7, 1865	
Adolph Burkhardt	72d	H	Captain.....	December 18, 1864.	Mustered out Aug. 7, 1865	
James M. Smith	72d	A	1st Lieutenant.....	August 21, 1862.	Mustered out as 1st lieutenant Aug. 7, 1865.	
John Reid	72d	K	Captain.....	October 26, 1864.	Resigned Feb. 15, 1864.	
Charles Glabbing	72d	K	1st Lieutenant.....	May 19, 1865.	Resigned Sept. 21, 1865.	
Gardner Allison	72d	K	2d Lieutenant.....	July 11, 1865.	Mustered out Aug. 7, 1865	
LaPayette Paramore	72d	K	Captain.....	January 4, 1863.	Resigned July 14, 1864.	
Edwin Small	72d	K	1st Lieutenant.....	September 15, 1863.	Mustered out Aug. 7, 1865	
Anton Nieman	74th		2d Lieutenant.....	July 14, 1864.	Mustered out Aug. 7, 1865	
Charles N. Ellinwood	74th		Adjutant.....	August 21, 1862.	Honorably disch'd Jan. 7, 1865.	Died at Columbus, Ky., January 4, 1863.
			Surgeon.....	September 28, 1862.	Mustered out June 10, '65	

* Consolidated.

† Three Months Infantry.

TABLE A. INFANTRY.—CONTINUED.

NAMES.	No. of Regiment.	Company.	Rank and Line Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Albert L. Coates.....	74th	....	1st Asst.-Surgeon.....	November 29, 1864.....	Mustered out June 10, 1865	
Edward S. Salomon.....	82d	....	Lieutenant-Colonel.....	September 26, 1862.....	Mustered out as lieutenant-colonel, June 9, 1865	
			Colonel.....	March 21, 1864.....	Brevet brigadier-general, March 13, 1865.....	
Ferdinand Reishausen.....	82d	....	Major.....	September 26, 1862.....	Mustered out as major, June 9, 1865.....	
Emil Frey.....	82d	II	Captain.....	September 26, 1862.....	Mustered out as captain, June 9, 1865.....	
Otto Balek.....	82d	C	2d Lieutenant.....	January 11, 1863.....		
			1st Lieutenant.....	May 28, 1863.....		
George Schloetzer.....	82d	....	Adjutant.....	August 3, 1863.....	Mustered out June 9, 1865	
			Surgeon.....	September 26, 1862.....	Honorably discharged, January 12, 1864.....	
Oscar Julius Bergh.....	82d	....	2d Asst.-Surgeon.....	October 11, 1862.....	Honorably discharged, January 12, 1864.....	
Anton Bruhn.....	82d	A	1st Asst.-Surgeon.....	January 12, 1864.....	Mustered out June 9, 1865	
Edward Kafka.....	82d	A	Captain.....	September 26, 1862.....	Resigned Feb. 13, 1863.....	
Charles E. Stueven.....	82d	A	2d Lieutenant.....	September 26, 1862.....		
			1st Lieutenant.....	February 14, 1863.....	Mustered out as 1st lieutenant, Co. A, June 9, 1865	
Peter Lauer.....	82d	A	Captain.....	June 8, 1865.....	Mustered out as sergeant, June 9, 1865.....	
Eugene Hepp.....	82d	A	2d Lieutenant.....	February 14, 1863.....	Assigned to and mustered out as 1st lieutenant, Co. B, June 9, 1865.....	
		H	1st Lieutenant.....	April 11, 1865.....	Mustered out as sergeant-major, June 9, 1865.....	
Henry Sass.....	82d	A	2d Lieutenant.....	June 8, 1865.....	Resigned March 12, 1863.....	
Augustus Bruning.....	82d	B	Captain.....	August 15, 1862.....	Mustered out June 9, 1865	
George Heinemann.....	82d	B	1st Lieutenant.....	August 15, 1862.....	Mustered out as 1st lieutenant, Co. H, June 9, 1865.....	
Joseph Riegert.....	82d	B	Captain.....	March 12, 1863.....		
			1st Lieutenant.....	April 22, 1863.....		
Earl Lotz.....	82d	G	Captain.....	June 8, 1865.....		
			2d Lieutenant.....	May 3, 1863.....	Mustered out June 9, 1865	
			1st Lieutenant.....	September 3, 1863.....	Honorably discharged, May 15, 1865.....	
Hugo Schroeder.....	82d	H	2d Lieutenant.....	April 22, 1863.....	Resigned Jan. 11, 1863.....	
Ivar Alexander Weid.....	82d	I	Captain.....	August 30, 1862.....		
Frederick Babst.....	82d	B	2d Lieutenant.....	March 12, 1863.....	Resigned May 25, 1863.....	Died August 2, 1863.
Jacob Lasalle.....	82d	C	Captain.....	August 16, 1862.....		
			1st Lieutenant.....	August 16, 1862.....	Resigned Feb. 29, 1864.....	
Mayer A. Frank.....	82d	C	Captain.....	May 28, 1863.....		
			2d Lieutenant.....	August 28, 1862.....		
Frank Kirchner.....	82d	D	1st Lieutenant.....	May 20, 1863.....	Mustered out June 9, 1865	
		C	Captain.....	April 11, 1865.....	Mustered out as sergeant, June 9, 1865.....	
Charles L. Mueller.....	82d	C	2d Lieutenant.....	June 8, 1865.....	Honorably discharged, October 7, 1865.....	
Matthew Marx.....	82d	D	Captain.....	August 28, 1862.....	Discharged Nov. 10, 1864.....	
Barthold Krukenberg.....	82d	D	2d Lieutenant.....	May 20, 1863.....		
John Hilborg.....	82d	I	1st Lieutenant.....	August 30, 1862.....	Resigned May 20, 1863.....	
Frederick Bechtel.....	82d	I	Captain.....	January 11, 1863.....		Killed in battle, July 20, 1864.
Christian Erickson.....	82d	I	2d Lieutenant.....	December 10, 1862.....	Mustered out June 9, 1865	
Peter Hanson.....	82d	I	1st Lieutenant.....	May 28, 1863.....	Resigned Dec. 10, 1862.....	
Joseph B. Greenhut.....	82d	K	Captain.....	August 30, 1862.....	Resigned Feb. 24, 1864.....	
Dominicus Klutsch.....	82d	K	2d Lieutenant.....	October 23, 1862.....		
George Beaur.....	82d	K	1st Lieutenant.....	May 17, 1863.....	Resigned March 29, 1864.....	
			1st Lieutenant.....	April 11, 1865.....	Mustered out June 9, 1865	
Francis T. Sherman.....	11th Cav.	....	Major.....	March 8, 1862.....	Mustered out of cavalry for promotion (colonel, 88th Regiment, Infantry), November 17, 1862.....	
			Colonel.....	August 27, 1862.....	Mustered out of service, June 9, 1865; brevet brigadier-general Mar. 13, 1865.....	
Alexander S. Chadbourne.....	88th	....	Lieutenant-Colonel.....	August 27, 1862.....	Resigned Oct. 14, 1863.....	
George W. Chandler.....	88th	....	Major.....	September 4, 1862.....		Killed in battle, June 27, 1864.
			Lieutenant-Colonel.....	October 14, 1863.....		
George W. Smith.....	88th	B	Captain.....	September 4, 1863.....	Mustered out as lieutenant-colonel, June 9, 1865	
			Major.....	October 14, 1863.....	Brevet colonel of volunteers and brevet brigadier-general, Mar. 13, 1865.....	
			Lieutenant-Colonel.....	June 23, 1864.....		
Levi P. Holden.....	88th	E	Captain.....	September 4, 1863.....	Mustered out June 9, 1865	
Joshua S. Ballard.....	88th	....	Major.....	June 23, 1864.....		Died April 9, 1863.
Nathaniel S. Bontou.....	88th	....	Adjutant.....	September 4, 1863.....	Resigned October 9, 1863.....	Died January 16, 1863.
George Coatsworth.....	88th	....	Quartermaster.....	August 27, 1862.....		
John A. Bross.....	88th	A	Surgeon.....	September 4, 1862.....	Promoted lieutenant-colonel 28th Regiment U. S. C., April 6, 1864.....	
John P. D. Gibson.....	88th	A	Captain.....	September 4, 1862.....		Died as first lieutenant, April 17, 1864.
Edwin L. Barber.....	88th	A	1st Lieutenant.....	September 4, 1862.....		
			1st Lieutenant.....	May 5, 1864.....	Mustered out June 9, 1865	
Lewis B. Cole.....	88th	A	Captain.....	September 4, 1863.....	Resigned as 2d lieutenant, May 4, 1864.....	
George Chandler.....	88th	B	1st Lieutenant.....	April 6, 1864.....	Resigned October 13, 1863.....	
Gilbert F. Bigelow.....	88th	B	2d Lieutenant.....	September 4, 1862.....	Resigned Feb. 12, 1863.....	
Weuster A. Whiting.....	88th	C	Captain.....	September 4, 1862.....	Resigned Sept. 12, 1863.....	
Henry H. Cushing.....	88th	C	1st Lieutenant.....	September 4, 1862.....	Mustered out June 9, 1865	
			Captain.....	September 12, 1863.....		
Charles H. Lane.....	88th	C	2d Lieutenant.....	September 4, 1862.....		Killed in battle, Nov. 25, 1863.
George A. Sheridan.....	88th	D	1st Lieutenant.....	September 4, 1862.....	Resigned October 28, 1864.....	
Thomas F. W. Gulien.....	88th	D	1st Lieutenant.....	September 4, 1862.....		Killed in battle, Dec. 31, 1862.
			2d Lieutenant.....	September 1, 1862.....		
Alexander C. McMurtry.....	88th	D	1st Lieutenant.....	January 1, 1863.....		
		H	Captain.....	September 13, 1864.....	Mustered out June 9, 1865	
Henry C. Griffen.....	88th	D	2d Lieutenant.....	January 1, 1863.....	Mustered out June 9, 1865	
			1st Lieutenant.....	September 13, 1864.....		
James Rhimes.....	88th	E	Captain.....	January 23, 1863.....	Resigned as 1st lieutenant, October 27, 1864.....	
Sylvester Listworth.....	88th	E	1st Lieutenant.....	March 23, 1864.....	Resigned March 23, 1864.....	
Isaac Reeves.....	88th	E	Captain.....	September 4, 1862.....	Mustered out June 9, 1865	
Lorenzo Brown.....	88th	E	2d Lieutenant.....	October 27, 1864.....	Resigned Jan. 22, 1863.....	
John W. Chickering.....	88th	F	Captain.....	September 4, 1862.....	Mustered out Nov. 17, 1863.....	
			1st Lieutenant.....	September 4, 1862.....	Mustered out for promotion, August 26, 1864.....	
William Lawrence.....	88th	F	Captain.....	February 1, 1863.....	Resigned Dec. 29, 1863.....	
Gurdon S. Hubbard.....	88th	G	1st Lieutenant.....	September 4, 1862.....		
			2d Lieutenant.....	February 21, 1863.....	Mustered out June 9, 1865	
Dean R. Chester.....	88th	G	Captain.....	December 29, 1863.....	Resigned Feb. 21, 1863.....	
Frederick C. Goodwin.....	88th	G	1st Lieutenant.....	September 4, 1862.....		
			2d Lieutenant.....	March 1, 1863.....	Mustered out June 9, 1865	
Isaac Fraizer.....	88th	G	1st Lieutenant.....	December 29, 1863.....		

HISTORY OF CHICAGO.

TABLE A. INFANTRY.—CONTINUED.

NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
William A. Hutchinson.....	88th	G	2d Lieutenant.....	June 8, 1865.....	Mustered out as sergeant June 30, 1865.....	
Alexander C. McClurg.....	88th	H	Captain.....	September 4, 1862.....	Mustered out.....	
Charles T. Boal.....	88th	H	1st Lieutenant.....	September 4, 1862.....	Resigned Jan. 3, 1864.....	
Daniel B. Rice.....	88th	H	2d Lieutenant.....	September 4, 1862.....	Resigned Dec. 1, 1863.....	Killed in battle Nov. 25, 1863.
Henry W. Ringham.....	88th	H	2d Lieutenant.....	December 1, 1862.....	Discharged Sept. 25, 1864.....	
Joel J. Spaulding.....	88th	I	Captain.....	September 4, 1862.....	Resigned Nov. 28, 1863.....	
Orson C. Miller.....	88th	K	Captain.....	September 4, 1862.....	Mustered out June 9, 1865.....	
Daniel E. Barnard.....	88th	K	1st Lieutenant.....	September 4, 1862.....	Resigned Sept. 1, 1863.....	
Homor C. McDonald.....	88th	K	1st Lieutenant.....	August 25, 1862.....	Mustered out June 10, '65.....	
Charles T. Hotchkiss.....	89th		Lieut.-Colonel.....	January 7, 1863.....	Bvt. brigadier - general March 13, 1865.....	
Duncan J. Hall.....	89th	A	Captain.....	August 25, 1862.....		
			Major.....	September 4, 1862.....		
		B	Lieut.-Colonel.....	January 7, 1863.....		Killed in battle Sept. 30, 1863.
James M. Farquhar.....	89th		Major.....	April 25, 1865.....	Mustered out as captain June 10, 1865.....	
Edward F. Bishop.....	89th		Adjutant.....	August 25, 1862.....	Honorably disch'd Dec. 28, 1863.....	
Frederick L. Fake.....	89th		Quartermaster.....	August 25, 1862.....	Resigned Oct. 6, 1863.....	
Herman B. Tuttle.....	89th		Surgeon.....	March 29, 1863.....	Mustered out June 10, 1865.....	
James H. Dill.....	89th		Captain.....	August 25, 1862.....		Died Jan. 15, 1863.
Edward A. Smith.....	89th	A	1st Lieutenant.....	August 25, 1862.....		
			2d Lieutenant.....	September 4, 1862.....	Resigned Dec. 2, 1862.....	
William H. Rice.....	89th	A	1st Lieutenant.....	August 25, 1862.....		
Henry L. Rowell.....	89th	C	Captain.....	August 25, 1862.....	Mustered out June 10, '65.....	Killed in action Sept. 20, 1863.
James M. Rigney.....	89th	C	Captain.....	December 3, 1862.....	Honorably disch'd Oct. 20, 1862.....	(Died Dec. 3, 1863, of wounds received at battle of Mission Ridge, Nov. 25, 1863.)
Samuel A. Ellis.....	89th	C	1st Lieutenant.....	August 25, 1862.....	Resigned as 2d lieutenant March 17, 1864.....	
John R. Dawsey.....	89th	C	2d Lieutenant.....	August 25, 1862.....	Mustered out June 10, '65.....	Killed in battle of Chickamauga, Ga., Sept. 19, 1863.
William H. Kinney.....	89th	D	1st Lieutenant.....	August 25, 1862.....		
John W. Spink.....	89th	D	1st Lieutenant.....	August 25, 1862.....	On detached service at muster-out of regiment.....	Killed in battle of Liberty Gap.
George F. Robinson.....	89th	D	Captain.....	September 4, 1862.....		
Herbert M. Blake.....	89th	K	1st Lieutenant.....	August 25, 1862.....	Mustered out June 10, 1865.....	
William A. Sampson.....	89th	K	2d Lieutenant.....	August 25, 1862.....	Mustered out June 10, 1865.....	
James A. Jackson.....	89th	K	1st Lieutenant.....	June 26, 1863.....	Promoted 1st lieutenant Co. B, 59th Regiment.....	
Horace K. Greenfield.....	89th	K	2d Lieutenant.....	June 26, 1863.....		
Owen Stuart.....	90th		Major.....	September 23, 1862.....	Mustered out as lieutenant-colonel June 6, 1865.....	
Smith McCreavy.....	90th		Lieut.-Colonel.....	November 23, 1862.....	Resigned March 6, 1863.....	
Edwin S. Davis.....	90th		Adjutant.....	September 23, 1862.....	Mustered out June 6, '65.....	
Thomas F. Kelley.....	90th		Chaplain.....	September 23, 1862.....	Resigned July 23, 1863.....	
John C. Harrington.....	90th	C	1st Lieutenant.....	August 25, 1862.....	Resigned as 1st lieutenant Sept. 8, 1864.....	
Matthew Leonard.....	90th	E	Captain.....	September 5, 1862.....	Dismissed March 26, 1863.....	
David Duffy.....	90th	G	1st Lieutenant.....	September 5, 1862.....	Mustered out June 6, 1865.....	
			Captain.....	March 27, 1863.....	Mustered out June 6, 1865.....	
John McAssey.....	90th	K	1st Lieutenant.....	September 5, 1862.....	Mustered out June 6, 1865.....	
			Captain.....	April 7, 1865.....	Mustered out June 6, 1865.....	
Timothy Mahoney.....	90th	E	2d Lieutenant.....	February 1, 1863.....	Mustered out June 6, 1865.....	
			1st Lieutenant.....	April 7, 1865.....		
Lawrence S. McCarthy.....	90th	H	1st Lieutenant.....	April 28, 1863.....		(Under arrest at muster-out of regiment.)
George W. McDonald.....	90th	H	2d Lieutenant.....	September 15, 1862.....	Resigned March 5, 1863.....	
Michael M. Clark.....	90th	H	Captain.....	September 15, 1862.....	Mustered out June 6, 1865.....	
Richard C. Kelley.....	90th	F	Captain.....	September 6, 1862.....	Resigned Feb. 1, 1863.....	
Patrick Feeney.....	90th	F	Captain.....	September 6, 1862.....	Mustered out June 6, 1865.....	First commission as captain of Co. F issued Feb. 1, 1863, but canceled
John Murphy.....	90th	G	Captain.....	September 6, 1862.....	Mustered out June 6, 1865.....	
Patrick Champion.....	90th	G	1st Lieutenant.....	March 27, 1863.....	Dismissed Feb. 5, 1864.....	(Under arrest at muster-out of regiment.)
Peter Casey.....	90th	H	Captain.....	September 15, 1862.....	Honorably disch'd Nov. 15, 1864.....	
Peter Real.....	90th	K	Captain.....	June 10, 1863.....	Mustered out June 10, '65.....	
Edward A. Blodgett.....	96th		Adjutant.....	August 14, 1862.....		
Otis S. Favor.....	104th	K	1st Lieutenant.....	February 28, 1863.....	Resigned July 23, 1864.....	
Horace S. Potter.....	105th		Surgeon.....	September 5, 1862.....	Killed in battle June 2, '64.....	
George A. Bender.....	105th	I	Captain.....	December 17, 1862.....	Honorably disch'd March 18, 1865.....	
George B. Hoge.....	113th		Colonel.....	October 1, 1862.....	Mustered out June 20, 1865.....	
George R. Clark.....	113th	A	Captain.....	October 1, 1862.....	Resigned March 14, 1865.....	
			Major.....	January 22, 1863.....	Mustered out June 20, 1865.....	
Lucius H. Yates.....	113th		Lieut.-Colonel.....	August 26, 1863.....		
John S. Lord.....	113th		Major.....	October 1, 1862.....	Resigned Jan. 22, 1863.....	
Henry W. B. Hoyt.....	113th	A	1st Lieutenant.....	July 26, 1863.....	Mustered out June 20, '65.....	
			Captain.....	October 1, 1862.....	Honorably disch'd May 15, 1865.....	
Azariah M. Bald.....	113th	A	2d Lieutenant.....	January 22, 1863.....	Mustered out June 20, 1865.....	
			Captain.....	September 3, 1863.....		
Daniel Ferguson.....	113th	A	2d Lieutenant.....	May 27, 1865.....	Honorably disch'd Sept. 2, 1863.....	
Henck M. Williams.....	113th	A	1st Lieutenant.....	January 22, 1863.....	Mustered out June 20, '65.....	
Charles P. Silva.....	113th	A	1st Lieutenant.....	May 27, 1865.....	Mustered out as sergeant June 20, 1865.....	
Harvey P. Hosmer.....	113th	C	2d Lieutenant.....	October 1, 1862.....	Mustered out June 20, 1865.....	
William E. Barry.....	113th	C	1st Lieutenant.....	February 18, 1863.....	Resigned Feb. 18, 1863.....	
Robert Wilson.....	113th	C	Captain.....	October 1, 1862.....	Honorably discharged as 2d lieutenant May 15, '65.....	Not mustered as 1st lieutenant.
William C. Reeson.....	113th	C	1st Lieutenant.....	August 11, 1863.....	Discharged Aug. 11, 1863.....	
Andrew C. Wether.....	113th	C	2d Lieutenant.....	July 1, 1864.....	Mustered out June 20, '65.....	
John G. Woodruff.....	113th	G	Captain.....	October 1, 1862.....	Mustered out June 20, '65.....	
Frank Brown.....	113th	G	1st Lieutenant.....	October 1, 1862.....	Resigned Jan. 13, 1863.....	
James J. Conway.....	113th	G	2d Lieutenant.....	October 1, 1862.....		
Henry C. Finley.....	113th	G	1st Lieutenant.....	January 13, 1863.....	Mustered out as sergeant June 20, 1865.....	Killed in battle June 12, 1864.
Clark E. Loomis.....	113th		1st Asst. Surgeon.....	June 12, 1865.....	Mustered out June 11, '65.....	
Philip J. Warner.....	120th		1st Asst. Surgeon.....	August 17, 1863.....	Resigned Aug. 11, 1863.....	
Seely Brown.....	120th		2d Asst. Surgeon.....	November 12, 1862.....	Dismissed Dec. 15, 1863.....	Died May 19, 1864.
Thomas J. Sloan.....	124th		Colonel.....	September 20, 1862.....	court martial.....	
Alonso N. Reese.....	124th		Quartermaster.....	September 1, 1862.....	Mustered out Aug. 15, '65.....	
Ralph A. Tenney.....	124th	A	Captain.....	September 10, 1862.....	Resigned July 9, 1863.....	

TABLE A. INFANTRY.—CONTINUED.

NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Asa A. Cowdery.....	134th	D	1st Lieutenant.....	September 10, 1862.	Resigned July 24, 1863....	
John Van Arman.....	137th		Colonel.....	September 6, 1862.....	Resigned Feb. 23, 1863....	
John Van Arman, Jr.....	137th		Adjutant.....	September 6, 1862.....	Resigned March 10, 1863....	
James A. Wheaton.....	127th	G	2d Lieutenant.....	March 10, 1863.....		
Joel R. Gore.....	137th		Adjutant.....	March 19, 1863.....	Resigned Nov. 9, 1864....	
Frank J. Woodward.....	127th	B	2d Lieutenant.....	September 5, 1862.....	Mustered out June 5, 1865	
			1st Lieutenant.....	October 31, 1862.....	Mustered out May 29, 1865	
Harvey L. Mason.....	137th	B	1st Lieutenant.....	July 27, 1863.....	Mustered out June 5, 1865	
John S. Williams.....	127th	G	2d Lieutenant.....	October 23, 1862.....	Resigned Dec. 26, 1863....	
Thomas Sewell.....	127th	G	1st Lieutenant.....	March 10, 1863.....		
Henry W. Adams.....	127th	G	1st Lieutenant.....	December 26, 1863.....	Mustered out June 5, 1865	
Joseph S. Berry.....	127th	H	1st Lieutenant.....	October 23, 1862.....	Mustered out June 5, 1865	
John H. Peck.....	132d*		Major.....	May 19, 1863.....		Died November 1, 1863.
Daniel Merriman.....	132d*		Adjutant.....	June 1, 1864.....	Mustered out Oct. 17, 1864	
William R. Adams.....	132d*		1st Asst.-Surgeon.....	June 1, 1864.....	Mustered out Oct. 17, 1864	
Charles H. Vogel.....	132d*	B	Captain.....	June 1, 1864.....	Mustered out Oct. 17, 1864	
Charles Varges.....	132d*	B	1st Lieutenant.....	June 1, 1864.....	Mustered out Oct. 17, 1864	
Emanuel Engelbiedt.....	132d*	B	1st Lieutenant.....	June 1, 1864.....	Mustered out Oct. 17, 1864	
Calvin A. Laws.....	132d*	K	Captain.....	June 1, 1864.....	Mustered out Oct. 17, 1864	
Frank H. Batterhall.....	132d*	K	1st Lieutenant.....	June 1, 1864.....	Mustered out Oct. 17, 1864	
Waters W. McChesney.....	134th		Colonel.....	May 21, 1864.....	Mustered out Oct. 25, 1864	
John C. Bigelow.....	134th		Lieutenant-Colonel.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
John A. Wilson.....	134th		Major.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Edward D. Laxton.....	134th		Adjutant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Reuben P. Pierce.....	134th		Quartermaster.....	May 17, 1864.....	Mustered out Oct. 25, 1864	
John Dyer.....	134th	A	Captain.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Charles E. Sturges.....	134th	A	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
George Barry.....	134th	A	2d Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Moses A. Thayer.....	134th	C	Captain.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Marshall R. Hugson.....	134th	C	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Francis X. Binz.....	134th	C	2d Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
William Metlar.....	134th	D	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Charles E. Dickenson.....	134th	D	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Russell G. O'Brien.....	134th	D	2d Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Henry J. Milligan.....	134th	E	Captain.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Albert P. Williams.....	134th	E	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Seward C. Metz.....	134th	E	2d Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Freight Vandervoort.....	134th	F	1st Lieutenant.....	July 10, 1864.....	Mustered out Oct. 25, 1864	
Edward M. Arkison.....	134th	G	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Edward J. Whitehead.....	134th	I	Captain.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Andrew L. Hunt.....	134th	I	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Edward O'Neill.....	134th	I	2d Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Anthony B. Porter.....	134th	K	Captain.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Thomas S. Sexton.....	134th	K	1st Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Albert W. Banks.....	134th	K	2d Lieutenant.....	May 31, 1864.....	Mustered out Oct. 25, 1864	
Edward Hausmann.....	134th	A	Captain.....	June 18, 1864.....	Mustered out Oct. 27, 1864	
David T. Maurer.....	134th	A	2d Lieutenant.....	June 18, 1864.....	Mustered out Oct. 27, 1864	
Isaac Pelham.....	134th	I	1st Lieutenant.....	June 18, 1864.....	Mustered out Oct. 27, 1864	
Werner W. Burg.....	147th		Lieutenant-Colonel.....	February 21, 1865.....	Dis honorably dismissed, June 2, 1865.....	
John C. Long.....	147th		Adjutant.....	February 1, 1865.....	Mustered out Jan. 20, 1866	
Joseph Sears.....	147th		Quartermaster.....	January 30, 1865.....	Resigned Sept. 12, 1865....	
Francis A. Emmons.....	147th		Surgeon.....	February 16, 1865.....	Resigned Sept. 7, 1865....	
Everet VanBuren.....	147th		1st Asst.-Surgeon.....	February 21, 1865.....		
William R. Adair.....	153d*		Surgeon.....	December 5, 1865.....	Mustered out Jan. 20, 1866	
William J. Conley.....	147th		1st Asst.-Surgeon.....	January 30, 1865.....	Mustered out Sept. 21, 1865	
George W. Nichols.....	147th		2d Asst.-Surgeon.....	February 17, 1865.....	Mustered out Jan. 20, 1866	
Romeyn A. Dixon.....	147th	H	1st Lieutenant.....	February 19, 1865.....	Mustered out Jan. 20, 1866	
Daniel G. Eldridge.....	149th	F	Quartermaster.....	February 18, 1865.....	Mustered out Jan. 27, 1866	
John A. Wilson.....	153d*		Major.....	February 27, 1865.....	Mustered out as major, September 21, 1865.....	
Henry T. Chesebrough.....	153d*		1st Asst.-Surgeon.....	February 18, 1865.....	Mustered out Sept. 21, 1865	
William P. Penhield.....	156th		1st Asst.-Surgeon.....	March 3, 1865.....	Mustered out Sept. 20, 1865	
John A. Bross.....	29th		Lieutenant-Colonel.....	April 24, 1864.....		Killed July 30, 1864, at Petersburg, Va.

TABLE B. CAVALRY.

NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Henry M. Parker.....	1st		Surgeon.....	July 5, 1861.....	Mustered out July 14, 1862	
Theodore J. Bluthardt.....	1st		1st Asst.-Surgeon.....	July 26, 1861.....	Resigned April 5, 1862, with view of promotion as surgeon 23d Missouri Volunteers.	
Louis D. Hubbard.....	3d		Major.....	October 31, 1864.....	Honorably discharged, May 15, 1865.....	
Martin R. M. Wallace.....	4th		Major.....	October 4, 1861.....		
Charles C. James.....	4th	B	Lieutenant-Colonel.....	December 5, 1862.....	Term expired Nov. 3, 1864	
			Colonel.....	February 16, 1863.....		
			Captain.....	August 23, 1861.....		
			Major.....	October 3, 1861.....	Resigned May 5, 1862.....	
Embury D. Osband.....	4th	A	Captain.....	August 23, 1861.....	Mustered out as captain and appointed, by General Thomas, colonel of the 1st Mississippi Cavalry, A. D.	
			Major.....	February 16, 1863.....	February 29, 1864.....	
Hamilton B. Dox.....	4th		Adjutant.....	October 13, 1861.....	Resigned May 3, 1862.....	
David H. Gile.....	4th	A	1st Lieutenant.....	August 23, 1861.....		
			Captain.....	February 16, 1863.....	Resigned.....	
Samuel A. Lowe.....	4th	A	1st Lieutenant.....	February 16, 1863.....	Dismissed Oct. 31, 1864....	
			Captain.....	February 29, 1864.....		

*100 days Infantry. †One year Infantry. ‡Colored. §Consolidated.

HISTORY OF CHICAGO.

TABLE B. CAVALRY.—CONTINUED.

NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Frederick Walker	4th	A	1st Lieutenant.	February 23, 1864.	Resigned June 3, 1863.	No mention of muster.
James Sherlock	4th	A	2d Lieutenant.	August 23, 1861.	Mustered out for promotion Jan. 1, 1864.	
Commodore C. Spalds.	4th	A	2d Lieutenant.	June 3, 1863.	Promoted in 3d Regiment, Cold Cavalry, Feb. 23, 1864.	
Edwin M. Main	4th	B	1st Lieutenant.	December 16, 1862.	Resigned Sept. 3, 1862.	Resigned, and re-entered service as colonel 12th Cavalry.
George A. Walter.	4th	C	1st Lieutenant.	August 23, 1861.	Resigned Feb. 23, 1864.	
Edmund Moore	4th	D	1st Lieutenant.	August 23, 1861.	Term exp'd March 14, '63.	
Charles B. Throop	4th	M	2d Asst. Surgeon.	May 7, 1863.	Mustered out October 27, 1865.	Died of wounds, July 16, 1863.
Charles B. Kendall.	5th	...	1st Asst. Surgeon.	June 24, 1865.	Honorably disch'd Nov. 2, 1863.	
Arno Voss	6th	...	Major.	September 4, 1861.	Resigned April 21, 1865.	
John L. Beveridge	8th	...	Major.	September 18, 1861.	Mustered out July 17, '65.	Died April 8, 1863.
William H. Medill.	8th	G	Major.	September 18, 1861.	Resigned April 21, 1865.	
George A. Forsyth.	8th	A	1st Lieutenant.	September 18, 1861.	Resigned April 21, 1865.	
James D. Ludlam.	8th	...	Major.	February 12, 1862.	Honorably disch'd Feb. 1, 1866. Brevet Brigadier-general.	Died April 8, 1863.
Reuben Cleveland.	8th	F	Captain.	July 6, 1863.	Term expired January 5, 1865.	
Dennis J. Hynes.	8th	G	Captain.	August 4, 1862.	Discharged for promotion July 31, 1862.	
George F. Warner	8th	G	2d Lieutenant.	September 18, 1861.	Discharged for promotion in 17th Cavalry, January 25, 1864.	Died April 8, 1863.
Louis H. Rucker.	8th	G	2d Lieutenant.	September 18, 1861.	Mustered out July 17, '65.	
Charles Scribner.	8th	G	1st Lieutenant.	September 18, 1861.	Resigned April 21, 1865.	
Russell M. Hough	9th	G	2d Lieutenant.	May 8, 1865.	Mustered out July 17, '65.	Died April 8, 1863.
William J. Wallis.	9th	D	Major.	September 10, 1861.	Resigned April 21, 1865.	
John H. Carpenter.	9th	L	Captain.	February 18, 1862.	Resigned Jan. 3, 1863.	
Samuel H. Price.	9th	K	Quartermaster.	March 27, 1865.	Discharged Sept. 29, 1864.	Died April 8, 1863.
Charles T. Scammon.	9th	L	1st Lieutenant.	Sept. 14, '61. Oct. 1, '63.	Mustered out Oct. 31, 1865.	
William M. Childster.	9th	I	1st Lieutenant.	April 8, 1862.	Mustered out April 7, '62.	
Joseph H. Knox.	9th	K	Captain.	November 15, 1863.	Mustered out.	Died April 8, 1863.
Louis F. Booth	9th	K	1st Lieutenant.	October 23, 1861.	Honorably disch'd Oct. 3, 1862.	
William E. Bayley.	9th	L	2d Lieutenant.	December 2, 1861.	Resigned April 5, 1862.	
Robert J. Belomy.	10th	D	2d Lieutenant.	November 11, 1861.	Term expired Nov. 11, '64.	Died April 8, 1863.
William Bennett.	10th	D	2d Lieutenant.	November 11, 1861.	Resigned Feb. 9, 1863.	
Daniel Dempster.	10th	A	2d Lieutenant.	September 4, 1862.	Honorably disch'd Nov. 24, 1864.	
Arno Voss.	12th	...	Colonel.	May 31, 1863.	Resigned Sept. 4, 1862.	Died April 8, 1863.
Hasbrouck Davis.	12th	...	Lieutenant-Colonel.	November 25, 1861.	Mustered out Nov. 25, '65.	
Thomas W. Grosvenor.	12th	A	Colonel.	February 1, 1862.	Resigned Aug. 11, 1863.	
Hamilton B. Dox.	12th	...	Lieutenant-Colonel.	August 11, 1863.	Resigned Aug. 1, 1865.	Died April 8, 1863.
Cephas Strong.	12th	E	Captain.	February 12, 1862.	Brevet Brigadier-general March 13, 1865.	
John H. Clybourn.	12th	G	Major.	September 4, 1862.	Resigned Aug. 3, 1864.	
James Daley.	12th	D	Major.	August 13, 1865.	Mustered out May 29, 1866.	Died April 8, 1863.
Andrew H. Langholz.	12th	B	1st Lieutenant.	February 12, 1862.	Term expired March 2, 1865.	
Robert J. Foster.	12th	B	1st Lieutenant.	February 15, 1864.	Mustered out Feb. 28, '65.	
William R. Carpenter.	12th	B	Major.	February 24, 1862.	Mustered out March 17, 1865.	Died April 8, 1863.
Jonathan Slade.	12th	B	Major.	February 24, 1862.	Honorably disch'd Nov. 8, 1862.	
Alexander Stewart.	12th	B	2d Asst. Surgeon.	December 7, 1864.	Mustered out May 29, '66.	
John McCarthy.	12th	...	2d Asst. Surgeon.	January 6, 1864.	Resigned June 9, 1865.	Died April 8, 1863.
Abraham J. Warner.	12th	...	Adjutant.	January 6, 1864.	Honorably disch'd Jan. 14, 1865.	
William M. Luff.	12th	A	Battalion Adjutant.	March 8, 1862.	Mustered out in 1862.	
Charles Roden.	12th	B	1st Asst. Surgeon.	March 1, 1862.	Mustered out in 1862.	Died April 8, 1863.
Charles F. Voss.	12th	B	Surgeon.	January 16, 1865.	Mustered out as assistant surgeon.	
Henry Jansen.	12th	B	Captain.	June 1, 1862.	Dismissed Oct. 31, 1863.	
Charles Griffin.	12th	B	1st Lieutenant.	September 4, 1862.	Term expired March 2, 1865.	Commission as captain canceled.
William J. Steele.	12th	C	1st Lieutenant.	January 27, 1864.	Resigned April 21, 1864.	
Richard N. Hayden.	12th	D	1st Lieutenant.	February 24, 1862.	Term expired March 2, 1865.	
Oliver Grosvenor.	12th	D	2d Lieutenant.	October 8, 1862.	Term expired March 2, 1865.	Died April 8, 1863.
John P. Harvey.	12th	E	1st Lieutenant.	July 10, 1863.	Term expired March 1, 1865.	
Charles Vernard.	12th	F	Captain.	February 1, 1864.	Mustered out for promotion Nov. 17, 1862.	
Thomas Logan.	12th	G	Captain.	March 21, 1862.	Honorably disch'd Nov. 22, 1863.	Died April 8, 1863.
Joseph Logan.	12th	G	2d Lieutenant.	March 21, 1862.	Term expired March 2, 1865.	
Charles E. Overacker.	12th	G	1st Lieutenant.	November 15, 1862.	Term expired March 2, 1865.	
George W. Shears.	12th	H	1st Lieutenant.	March 22, 1863.	Term expired March 2, 1865.	Died April 8, 1863.
Earl H. Chapman.	12th	H	Captain.	March 3, 1864.	Term expired March 2, '64.	
George S. Phelps.	12th	H	1st Lieutenant.	July 14, 1862.	Term expired March 2, 1865.	
Isaac Courne.	12th	H	2d Lieutenant.	November 1, 1864.	Resigned July 14, 1862.	Died April 8, 1863.
Oliver M. Pugh.	12th	A	1st Lieutenant.	March 2, 1864.	Mustered out May 29, 1866.	
Thomas J. Smith.	12th	H	2d Lieutenant.	May 10, 1865.	Resigned Nov. 24, 1864.	
	12th	F	2d Lieutenant.	March 2, 1864.	Mustered out.	

* Consolidated.

† Reorganized.

TABLE B. CAVALRY.—CONTINUED.

NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
David C. Brown.....	12th	I	Captain.....	November 1, 1861.	Honorably discharged February 24, 1864.	
Edwin A. Webber.....	12th	I	1st Lieutenant.....	November 1, 1861.	Resigned Nov. 15, 1861.	
George H. Sitts.....	12th	I	2d Lieutenant.....	November 1, 1861.	Resigned May 3, 1862.	
Clarence Aldrich.....	12th	I	3d Lieutenant.....	November 9, 1862.	Resigned January 29, 1864.	
Amherst F. Graves.....	12th	I	2d Lieutenant.....	February 24, 1863.	Term expired Mar. 17, 1865.	
Henry Jansen.....	12th	K	1st Lieutenant.....	December 3, 1863.	Dishonorably dismissed July 2, 1864.	
Edmund Luff.....	12th	K	1st Lieutenant.....	January 25, 1864.		
Charles L. Amet.....	12th	K	Captain.....	July 2, 1864.	Resigned Oct. 2, 1865.	
Oscar Charles.....	12th	F	1st Lieutenant.....	January 25, 1864.		
Samuel Mourning.....	12th	R	1st Lieutenant.....	July 2, 1864.	Muster'd out May 29, 1866.	
Allen D. Maurer.....	12th	G	2d Lieutenant.....	May 15, 1866.	Mustered out as sergeant, May 29, 1866.	
Frank Meacham.....	12th	C	1st Lieutenant.....	March 22, 1863.	Resigned Feb. 19, 1864.	
George R. Stowe.....	12th	C	Captain.....	May 10, 1865.		
Humphrey J. Moynihan.....	12th	C	2d Lieutenant.....	August 21, 1865.	Resigned January 17, 1866.	
Solomon P. Emden.....	12th	C	1st Lieutenant.....	May 15, 1866.	Mustered out as sergeant, May 29, 1866.	
Charles H. Busson.....	12th	C	2d Lieutenant.....	August 21, 1865.		
John Few.....	12th	C	1st Lieutenant.....	February 15, 1866.	Muster'd out May 29, 1866.	
Henry F. Hyer.....	12th	D	1st Lieutenant.....	May 10, 1865.	Muster'd out Nov. 30, 1865.	
Joseph W. Bell.....	12th	D	2d Lieutenant.....	July 14, 1865.		
Theobald Hartman.....	12th	E	1st Lieutenant.....	December 19, 1865.		
Lothar Lippert.....	12th	E	2d Lieutenant.....	May 31, 1865.	Muster'd out May 29, 1866.	
Thaddeus S. Clarkson.....	12th	M	1st Lieutenant.....	August 21, 1865.	Muster'd out as 1st lieutenant, May 29, 1866.	
John Few.....	12th	M	1st Lieutenant.....	April 16, 1866.	Mustered out as sergeant, May 29, 1866.	
Henry F. Hyer.....	12th	M	2d Lieutenant.....	May 29, 1866.	Mustered out as sergeant, May 29, 1866.	
Joseph W. Bell.....	12th	M	Colonel.....	December 7, 1861.	Muster'd out May 20, 1863.	
Theobald Hartman.....	12th	M	Lieut.-Colonel.....	December 31, 1861.	Discharged June 4, 1864.	
Lothar Lippert.....	12th	M	Major.....	January 27, 1862.		Died October 18, 1863.
Thaddeus S. Clarkson.....	12th	M	Adjutant.....	December 31, 1861.	Promoted major 3d Ark Cavalry, Dec. 14, 1863.	
Emil Newbarger.....	13th	B	Quartermaster.....	May 29, 1862.	Mustered out April, 16, 1862.	
Charles Storch.....	13th	B	Quartermaster.....	October 1, 1862.	Dishonorably dismissed as quartermaster, December 28, 1864.	
Abner W. Henderson.....	13th	E	Captain.....	July 14, 1864.		
Hall P. Talbot.....	13th	E	Surgeon.....	March 3, 1862.	Resigned June 26, 1863.	
Julius Grossenbeider.....	13th	E	Chaplain.....	October 1, 1862.	Honorably discharged November 18, 1864.	
John Stuber.....	13th	E	Commissary.....	October 25, 1862.	Resigned for good of service, May 30, 1864.	
Henry Keymer.....	13th	A	1st Lieutenant.....	December 31, 1861.	Resigned Feb. 12, 1862.	
Henry M. Peters.....	13th	A	2d Lieutenant.....	May 4, 1862.	Resigned January 10, 1863.	
Felix C. Marx.....	13th	A	1st Lieutenant.....	May 19, 1862.	Resigned January 13, 1863.	
Carl W. Krueger.....	13th	B	Captain.....	December 31, 1861.	Resigned January 6, 1863.	
Ernst Riedel.....	13th	B	2d Lieutenant.....	October 1, 1862.	Mustered out May 20, 1863.	
George Wolf.....	13th	B	2d Lieutenant.....	December 31, 1861.	Resigned May 3, 1862.	
William W. Bell.....	13th	C	2d Lieutenant.....	October 1, 1862.	Resigned May 3, 1862.	
Robert G. Dyhrenfurth.....	13th	C	1st Lieutenant.....	January 10, 1865.	Mustered out May 20, 1863.	
S. Chester Hall.....	13th	D	Captain.....	February 25, 1862.	(Discharged ill health) October 3, 1862.	
Frederick F. Clifton.....	13th	D	1st Lieutenant.....	February 20, 1862.	Mustered out May 20, 1863.	
Albert Erskine.....	13th	D	2d Lieutenant.....	April 18, 1862.	Mustered out May 20, 1863.	
Michael Schmidt.....	13th	D	2d Lieutenant.....	December 10, 1862.	Resigned Dec. 10, 1862.	
Frederick W. Cole.....	13th	E	1st Lieutenant.....	December 10, 1862.	Mustered out May 20, 1863.	
Frank Drummond.....	13th	E	Captain.....	August 9, 1862.		
Keys Danforth.....	13th	E	1st Lieutenant.....	October 19, 1863.	Mustered out (term expired) January 5, 1865.	
Charles H. Temple.....	13th	B	Major.....	October 19, 1863.	Mustered out (term expired) January 5, 1865.	
Chauncey Miller.....	14th	H	Colonel.....	April 11, 1864.	Mustered out May 20, 1863.	
Jacob J. Ruby.....	14th	H	2d Lieutenant.....	January 10, 1863.	Mustered out Aug. 31, 1865.	
James Grant Wilson.....	15th	H	Adjutant.....	September 30, 1864.	Mustered out Aug. 31, 1865.	
Christian Thielemann.....	16th	H	Quartermaster.....	October 28, 1864.	Mustered out Aug. 31, 1865.	
Robert W. Smith.....	16th	K	Commissary.....	May 20, 1864.	Mustered out Aug. 31, 1865.	
Frederick Schaumbek.....	16th	K	Captain.....	June 22, 1865.	Mustered out Aug. 31, 1865.	
Milo Thielemann.....	16th	K	2d Lieutenant.....	May 17, 1864.	Mustered out Aug. 31, 1865.	
Joseph Gotthelf.....	16th	M	1st Lieutenant.....	September 31, 1864.	Mustered out as 1st lieutenant, August 31, 1865.	
Valentine Grebenstein.....	16th	M	Captain.....	September 21, 1863.		
George Hamilton.....	16th	G	Adjutant.....	June 27, 1865.	Mustered out as adjutant, July 31, 1865.	
Julius Jaehne.....	16th	M	Major.....	July 18, 1865.	Resigned January 8, 1864.	
John G. Roll.....	16th	M	2d Lieutenant.....	January 7, 1863.	Promoted colonel 1st Cavalry, A. D. C.	
John F. Marx.....	16th	M	Major.....	December 25, 1862.		
Benedict Weniger.....	16th	M	Major.....	November 1, 1861.	Discharged August 9, 1864.	
Frederick Herfurt.....	16th	M	Lieut.-Colonel.....	June 11, 1863.	Mustered out as lieutenant-colonel, Aug. 19, 1865.	
John Hoffmann.....	16th	M	Colonel.....	August 9, 1864.		
Frederick Schaumbek.....	16th	C	Captain.....	July 6, 1861.		
Milo Thielemann.....	16th	C	1st Lieutenant.....	April 17, 1863.	Killed in action, August 3, 1864.	
Joseph Gotthelf.....	16th	B	1st Lieutenant.....	November 1, 1861.		
Valentine Grebenstein.....	16th	B	Major.....	January 25, 1862.		
George Hamilton.....	16th	B	Major.....	August 1, 1863.	Discharged June 8, 1864.	
Julius Jaehne.....	16th	B	Adjutant.....	May 22, 1863.	Resigned May 25, 1864.	
John G. Roll.....	16th	A	1st Lieutenant.....	January 30, 1864.		
John F. Marx.....	16th	A	2d Lieutenant.....	May 18, 1863.	Term expired Sept. 2, 1864.	
Benedict Weniger.....	16th	B	1st Lieutenant.....	November 1, 1861.		
Frederick Herfurt.....	16th	B	Captain.....	January 25, 1862.	Mustered out Nov. 25, 1864.	
John Hoffmann.....	16th	C	2d Lieutenant.....	July 6, 1861.		
Frederick Schaumbek.....	16th	C	1st Lieutenant.....	December 15, 1862.		
Milo Thielemann.....	16th	C	Captain.....	April 17, 1863.	Dismissed July 11, 1864.	
Julius Jaehne.....	16th	C	1st Lieutenant.....	July 6, 1861.	Resigned Dec. 15, 1862.	
John G. Roll.....	16th	C	2d Lieutenant.....	April 21, 1864.	Term expired July 16, 1864.	
John F. Marx.....	16th	C	1st Lieutenant.....	April 17, 1863.	Discharged for promotion April 11, 1863.	
Benedict Weniger.....	16th	C	2d Lieutenant.....	December 15, 1862.	Resigned March 16, 1864.	
Frederick Herfurt.....	16th	D	Captain.....	April 18, 1863.		
John Hoffmann.....	16th	D	1st Lieutenant.....	March 16, 1864.	Mustered out as 1st lieutenant, Aug. 19, 1865.	
Frederick Schaumbek.....	16th	D	2d Lieutenant.....	August 7, 1865.		
Milo Thielemann.....	16th	D	Captain.....	April 18, 1863.		
Julius Jaehne.....	16th	D	Captain.....	March 16, 1864.		
John G. Roll.....	16th	D	Major.....	July 21, 1865.	Mustered out Aug. 19, 1865.	

*Consolidated.

HISTORY OF CHICAGO.

TABLE B. CAVALRY.—CONTINUED.

NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Francis Jackson.....	16th	I	Captain.....	January 21, 1863.....	Cashiered Nov. 14, 1863...	
Nathan C. Goodenow.....	16th	K	Major.....	January 12, 1864. August 7, 1865.....	Mustered out Aug. 19, 1865 On detached service as captain at muster-out of regiment.	
Dennis J. Hynes.....	17th	A	Captain.....	June 8, 1863.....	Resigned October 24, 1865	
Hiram Hilliard.....	17th	A	Lieutenant-Colonel.....	January 24, 1864.....		
John A. Hynes.....	17th	A	Major.....	December 1, 1863.....		
Philo P. Judson.....	17th	A	Lieutenant-Colonel.....	October 30, 1865.....	Mustered out Dec. 15, 1865	
Francis Beaufort.....	17th	A	Adjutant.....	June 12, 1865.....	Mustered out Dec. 5, 1865	
Francis LeClair.....	17th	A	Quartermaster.....	December 2, 1863.....	Appointed commissary of subsistence, April 23, 1864	
Scott W. Harrington.....	17th	A	1st Lieutenant.....	December 1, 1863.....		
Lyman S. Rowell.....	17th	A	Captain.....	January 23, 1864.....		Died May 6, 1864.
James B. Downs.....	17th	A	2d Lieutenant.....	February 18, 1864.....		
Samuel H. B. McReynolds.....	17th	B	Captain.....	May 6, 1864.....	Resigned June 12, 1865...	
John L. Buck.....	17th	B	1st Lieutenant.....	July 8, 1864.....		
Cyrus Smith.....	17th	B	2d Lieutenant.....	November 17, 1865.....		
Douglas W. Scott.....	17th	B	1st Lieutenant.....	July 11, 1865.....	Resigned October 2, 1865.....	
Edward P. Grosvenor.....	17th	K	2d Lieutenant.....	December 5, 1865.....	Mustered out Dec. 15, 1865	
Robert Sonders.....	17th	K	1st Lieutenant.....	December 3, 1863.....	Mustered out Dec. 15, 1865	
Robert G. Dyhrenfurth.....	17th	L	Captain.....	March 13, 1865.....	Mustered out Dec. 20, 1865	

TABLE C. ARTILLERY.

NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Joseph D. Webster.....	1st	B	Colonel.....	February 1, 1862.....	Resigned May 6, 1863.....	
Ezra Taylor.....	1st	E	Captain.....	May 15, 1861.....		
Allen C. Waterhouse.....	1st	E	Colonel.....	October 23, 1861.....	Resigned Aug. 20, 1864.....	
Charles M. Willard.....	1st	A	Captain.....	December 19, 1861.....	Honorably discharged	
Samuel E. Barrett.....	1st	B	Lieutenant-Colonel.....	May 6, 1863.....	August 23, 1865.....	
Lyman Bridges.....	19th*	G	Captain.....	November 2, 1864.....	Resigned Jan. 30, 1865.....	
Edmund Andrews.....	1st	B	Major.....	September 27, 1861.....		
Peter P. Wood.....	1st	A	1st Lieutenant.....	March 1, 1861.....	Resigned January 16, 1863	
John W. Rumsey.....	1st	A	Captain.....	October 23, 1861.....		
George McCagg.....	1st	A	Major.....	February 25, 1863.....	Resigned Feb. 13, 1864.....	
Frederick W. Young.....	1st	A	1st Lieutenant.....	July 30, 1861.....		
Flozie L. Huffman.....	1st	A	Captain.....	January 1, 1862.....	Mustered out as captain; declined commission as major. Term expired.....	Mustered into service as first lieutenant 19th Regiment Illinois Volunteer Infantry.
William M. Pratt.....	1st	A	Major.....	December 21, 1864.....	Resigned Jan. 18, 1865.....	
Edward P. Wilcox.....	1st	A	Sergeant.....	April 3, 1862.....	Term expired July 23, 1864.....	
Harrison Roberts.....	1st	A	Sen. 1st Lieutenant.....	September 27, 1861.....		
Enoch Colby.....	1st	A	Captain.....	March 1, 1862.....	Term expired July 23, 1864.....	
James B. Butch.....	1st	A	Sen. 2d Lieutenant.....	May 24, 1862.....		
Spencer S. Kimball.....	1st	A	Jun. 1st Lieutenant.....	September 27, 1861.....	Term expired July 23, 1864.....	
Israel P. Rumsey.....	1st	A	Sen. 2d Lieutenant.....	February 3, 1862.....		
Levi W. Hart.....	1st	A	Jun. 1st Lieutenant.....	March 1, 1862.....	Term expired July 23, 1864.....	
Theodore F. Roberts.....	1st	A	Sen. 2d Lieutenant.....	May 24, 1862.....		
Timothy M. Bransell.....	1st	A	Jun. 1st Lieutenant.....	February 3, 1862.....	Term expired July 23, 1864.....	
William W. Lowrie.....	1st	A	Sen. 2d Lieutenant.....	March 1, 1862.....		
Patrick H. White.....	1st	A	Sen. 2d Lieutenant.....	May 24, 1862.....	Term expired July 23, 1864.....	
William J. McCoy.....	1st	A	Jun. 1st Lieutenant.....	May 24, 1862.....	Resigned January 17, 1873	
Lyman A. White.....	1st	A	Sen. 2d Lieutenant.....	January 17, 1862.....	Term expired July 23, 1864.....	
Franklin Seaborn.....	1st	A	1st Lieutenant.....	July 23, 1864.....		
Clark E. Dodge.....	1st	A	Captain.....	April 29, 1865.....	Mustered out July 10, 1865	
			1st Lieutenant.....	July 23, 1864.....	Mustered out July 10, 1865	
			2d Lieutenant.....	April 29, 1865.....	Mustered out July 10, 1865	
			Sen. 2d Lieutenant.....	July 23, 1864.....	Mustered out July 10, 1865	
			1st Lieutenant.....	April 29, 1865.....	Mustered out July 10, 1865	
			2d Lieutenant.....	May 15, 1861.....		
			Sen. 2d Lieutenant.....	October 23, 1861.....	Term expired July 23, 1864.....	
			Captain.....	February 25, 1863.....		
			1st Lieutenant.....	May 15, 1861.....		
			2d Lieutenant.....	October 23, 1861.....	Honorably discharged	
			1st Lieutenant.....	February 22, 1863.....	December 25, 1863.....	
			2d Lieutenant.....	March 1, 1862.....		
			1st Lieutenant.....	February 24, 1863.....	Resigned August 20, 1863	
			Sen. 1st Lieutenant.....	August 20, 1863.....		
			2d Lieutenant.....	February 25, 1863.....	Term expired July 23, 1864.....	
			1st Lieutenant.....	August 20, 1863.....		
			2d Lieutenant.....	May 15, 1861.....	Promoted captain of Mescal Battery	
			Sen. 2d Lieutenant.....	October 23, 1861.....	Term expired July 23, 1864.....	
			1st Lieutenant.....	February 22, 1863.....		
			2d Lieutenant.....	August 20, 1863.....		
			Sen. 2d Lieutenant.....	July 1, 1863.....		
			Captain.....	September 20, 1863.....		
			2d Lieutenant.....	December 21, 1864.....	Mustered out July 6, 1865.....	Enlisted as sergeant of Co. G, 19th Infantry. Transferred to Bridge's Battery.
			1st Lieutenant.....	July 30, 1863.....		
			2d Lieutenant.....	September 20, 1863.....		
			1st Lieutenant.....	August 1864.....		
			2d Lieutenant.....	August 2, 1864.....		
			Sen. 2d Lieutenant.....	December 21, 1864.....	Mustered out July 6, 1865.....	Enlisted July 2, 1861, as corporal in Co. G, 19th Infantry. Transferred to Bridge's Battery.

*Infantry. *Formerly Bridge's Battery. †Consolidated.

TABLE C. ARTILLERY.—CONTINUED.

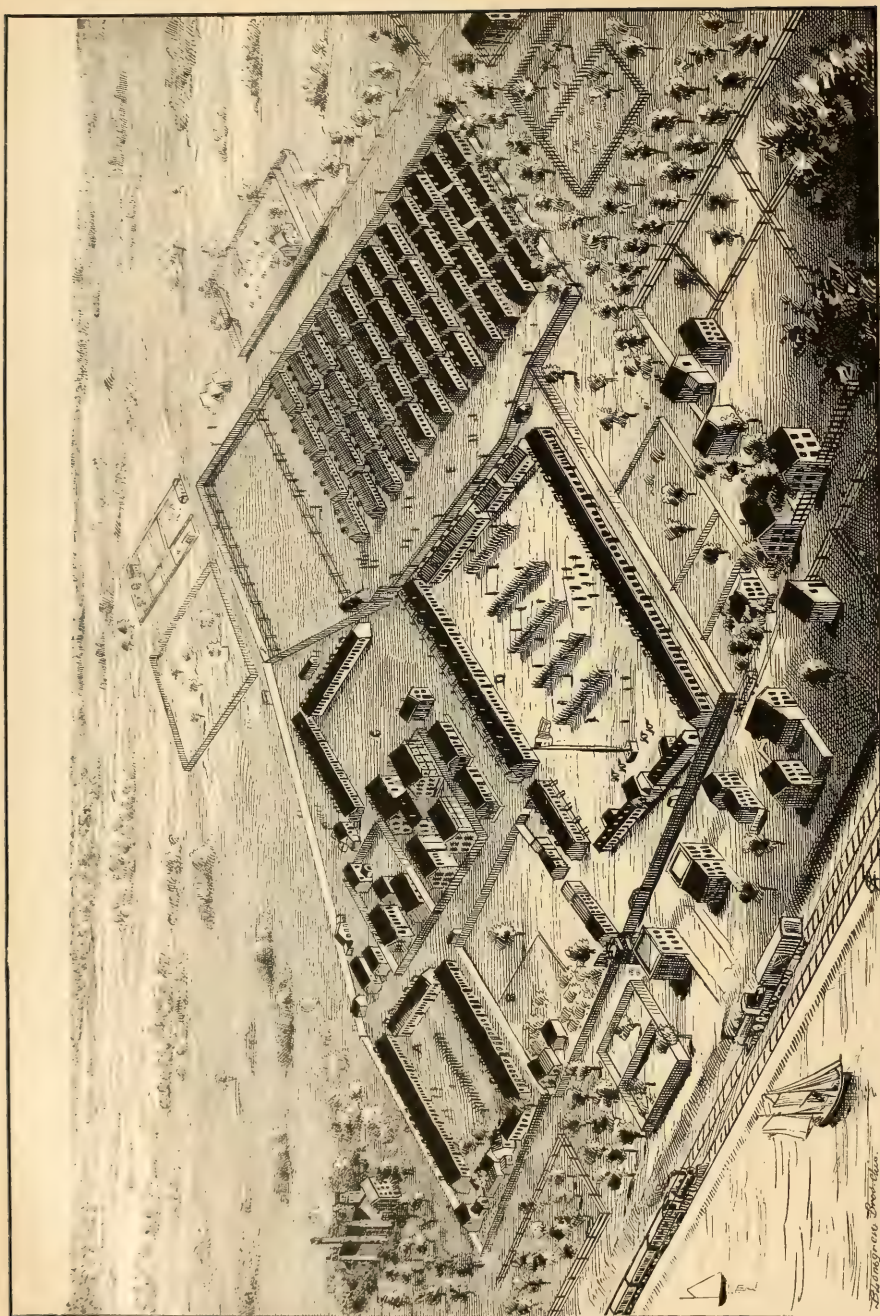
NAMES.	No. of Regiment.	Company.	Rank and Line of Promotion.	Date of Commission.	Date of Close of Service or of Transfer.	REMARKS.
Lawman C. Lawrence.....	1st	B*	2d Lieutenant..... Jun. 1st Lieutenant	August 2, 1864..... December 21, 1864	Mustered out July 6, 1865 Mustered out July 6, 1865	Enlisted as private in Co. G, 19th Infantry. Transferred to Bridges's Battery.
Alphonso W. Potter.....	1st	B	2d Lieutenant.....	December 21, 1864.....	February 1, 1865	
Henry A. Rodgers.....	1st	D	Captain.....	May 5, 1865.....		Killed May 29, 1863.
Uziel P. Smith.....	1st	D	2d Lieutenant.....	August 16, 1861.....	December 19, 1861	
William Chandler.....	1st	E	1st Lieutenant.....	February 25, 1863.....	Term expired December 29, 1864	
Lewis B. Mitchell.....	1st	H	Sen. 1st Lieutenant.....	May 6, 1863.....	February 1, 1865	
Morris D. Temple.....	19th	inf. G	2d Lieutenant.....	January 1, 1862.....	Resigned April 14, 1865....	
Edward Bouton.....	1st	B*	1st Lieutenant.....	July 1, 1863.....	Term expired Aug. 2, 1864	Mustered into service as 2d Lieutenant, 19th Regiment, Infantry, Co. G.
Albert Cudney.....	1st	I	Sen. 1st Lieutenant.....	September 20, 1863.....	Promoted colonel 2d Tennessee (Colored) Regt.	
		I	Captain.....	February 10, 1862.....	February 1, 1862.....	
		I	Sen. 1st Lieutenant.....	May 5, 1862.....		
		I	Captain.....	June 16, 1863.....		
John H. Colvin.....	1st	M	1st Lieutenant.....	June 12, 1862.....	Resigned Feb. 10, 1864.....	
		K†	Captain.....	October 10, 1863.....	Honorably discharged as captain of new company (Colvin's Battery) June 11, 1865.	
Charles M. Judd.....	1st	K†	1st Lieutenant.....	February 28, 1864.....	Mustered out July 15, 1865	
William K. Lee.....	1st	L	2d Lieutenant.....	May 5, 1865.....	Mustered out July 15, 1865	
Bela H. Flusky.....	1st	M	2d Lieutenant.....	September 23, 1864.....	Mustered out July 24, 1865	
		L	1st Lieutenant.....	October 10, 1863.....		
William H. Bolton.....	2d	L	Captain.....	February 28, 1862.....	Mustered out as major.	
		L	Lieut.-Colonel.....	July 24, 1865.....	July 27, 1865.....	
Charles J. Stalbrand.....	2d	G	Captain.....	October 4, 1861.....	Promoted brigadier-general.	
		G	Major.....	December 31, 1861.....	Promoted colonel of 72d Infantry.	
Frederick A. Starring.....	2d		Major.....	January 30, 1862.....	Dropped from roll.....	
Frank B. Smith.....	2d	C	1st Lieutenant.....	April 28, 1862.....	Honorably discharged as senior 2d Lieutenant, Feb. 22, 1865.	Assigned to Co. C by order of Colonel Mather. Declined commission as first lieutenant.
Horatio N. Towner.....	2d	H	2d Lieutenant.....	February 22, 1862.....	Resigned Feb. 25, 1862.....	
John G. Loy.....	2d	C	1st Lieutenant.....	March 25, 1863.....	Resigned Jan. 23, 1863.....	
James D. W. Whitall.....	2d	D	2d Lieutenant.....	August 5, 1861.....		
Frederick Sparreström.....	2d	G	1st Lieutenant.....	September 16, 1861.....	Resigned August 22, 1864.....	
		G	Captain.....	December 31, 1861.....		
Erastus A. Nichols.....	2d	L	1st Lieutenant.....	February 1, 1864.....	Resigned June 3, 1865.....	
		L	Captain.....	May 28, 1864.....		
Thaddeus C. Hulaniski.....	2d	L	2d Lieutenant.....	March 28, 1865.....		
Edward A. James.....	2d	L	Sen. 1st Lieutenant.....	March 5, 1864.....	Mustered out Aug. 9, 1865	Died November 2, 1862.
Simon P. Tracy.....	2d	L	Captain.....	June 12, 1865.....		Died September 9, 1863.
Charles H. Felton.....	2d	L	2d Lieutenant.....	February 28, 1862.....		
		L	Jun. 1st Lieutenant.....	November 2, 1862.....	Resigned May 23, 1865.....	
George C. Wise.....	2d	L	2d Lieutenant.....	May 28, 1864.....	Mustered out Aug. 9, 1865	
Orlando S. Wood.....	2d	L	Sen. 1st Lieutenant.....	June 12, 1865.....	Mustered out.....	
James Cunningham.....	2d	L	2d Lieutenant.....	September 8, 1862.....	Mustered out Aug. 9, 1865	
John C. Phillips.....	2d	M	2d Lieutenant.....	June 12, 1865.....	Mustered out Apr. 11, 1864	
Edward G. Hillier.....	2d	M	Captain.....	June 6, 1862.....	Honorably discharged Nov. 19, 1862.....	
George W. Reed.....	2d	M	1st Lieutenant.....	June 6, 1862.....		
		M	Sen. 1st Lieutenant.....	November 19, 1862.....	Must'd out April 11, 1864.	
W. C. G. L. Stevenson.....	2d	M	2d Lieutenant.....	June 6, 1862.....		
James S. Stokes.....	C. B.	O. T.‡	Jun. 1st Lieutenant.....	November 19, 1862.....	Must'd out April 11, 1864	
George I. Robinson.....	C. B.	O. T.‡	Captain.....	July 31, 1862.....	Mustered out Aug. 22, 1864	
Albert F. Baxter.....	C. B.	O. T.‡	1st Lieutenant.....	July 31, 1862.....	Mustered out June 30, 1865	
Sylvanus H. Stevens.....	C. B.	O. T.‡	1st Lieutenant.....	August 22, 1864.....	Resigned Nov. 18, 1862.....	
Trumbull D. Griffin.....	C. B.	O. T.‡	1st Lieutenant.....	November 13, 1862.....	Mustered out June 30, 1865	
Henry Bennett.....	C. B.	O. T.‡	2d Lieutenant.....	July 31, 1862.....	Mustered out June 30, 1865	
Lewis B. Hand.....	C. B.	O. T.‡	2d Lieutenant.....	August 22, 1864.....	Resigned Feb. 18, 1865.....	
Abott L. Adams.....	C. B.	O. T.‡	2d Lieutenant.....	June 22, 1865.....	Mustered out as sergeant, June 30, 1865.	
Menzo H. Salisbury.....	C. B.	O. T.‡	2d Lieutenant.....	June 22, 1865.....	Mustered out as sergeant, June 30, 1865.	
Charles E. Cooley.....	C. M.	B.‡	Captain.....	August 29, 1862.....	Resigned Feb. 24, 1863.....	
Patrick H. White.....	C. M.	B.‡	Captain.....	February 24, 1863.....	Mustered out July 10, 1865	
Frank C. Wilson.....	C. M.	B.‡	1st Lieutenant.....	August 29, 1862.....	Resigned Feb. 22, 1863.....	
James H. Swan.....	C. M.	B.‡	1st Lieutenant.....	August 29, 1862.....	Resigned Feb. 6, 1863.....	
George Throop.....	C. M.	B.‡	1st Lieutenant.....	February 6, 1863.....		Died of wounds, April 8, 1864.
Pickney S. Cone.....	C. M.	B.‡	1st Lieutenant.....	February 22, 1863.....	Mustered out July 10, 1865	
Henry Roe.....	C. M.	B.‡	2d Lieutenant.....	February 22, 1863.....	Mustered out July 10, 1865	
David R. Crego.....	C. M.	B.‡	Jun. 1st Lieutenant.....	April 8, 1864.....	Resigned Feb. 6, 1863.....	
Frederick S. Buckford.....	C. M.	B.‡	2d Lieutenant.....	August 29, 1862.....	Resigned Feb. 22, 1863.....	
Joseph W. Barr.....	C. M.	B.‡	2d Lieutenant.....	August 29, 1862.....		Killed in battle, April 8, 1864.
Florus D. Meacham.....	C. M.	B.‡	2d Lieutenant.....	February 6, 1863.....	Mustered out July 10, 1865	
James C. Sinclair.....	C. M.	B.‡	2d Lieutenant.....	April 8, 1864.....	Mustered out July 10, 1865	

*Bridges's Battery.

†New Company (Colvin's Battery).

‡Chicago Board of Trade Battery.

§Chicago Mercantile Battery.



A—WHITE OAK SQUARE.
B—CENETERY.

C—HOSPITAL,
D—PARADE GROUND.

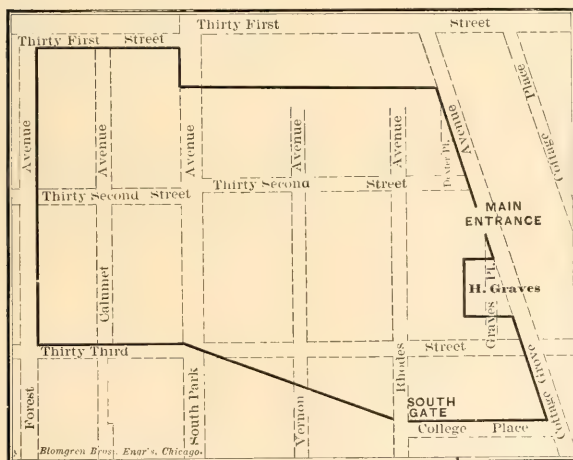
VIEW OF CAMP DOUGLAS.

E—PRISON STOCKADE
AND PRISONERS' QUARTERS.

CAMP DOUGLAS.

In the latter part of the summer of 1861, the counties of Cook, Lake, McHenry, Boone, Winnebago, Stephenson, Jo Davies, Carroll, Ogle, DeKalb, DuPage, Will, Kendall, LaSalle, Lee, Bureau, Whiteside, Rock Island, Henry, Grundy, Kankakee, Putnam, Iroquois, and Livingston were designated by Governor Yates to constitute a new military district, known as the Northern Military District of Illinois. By the same order, a military camp for the new district was located at Chicago, to be used for the rendezvous and instruction of volunteers—all the affairs of the camp, organization of regiments, etc., to be under the general supervision of the Governor, as at Camp Butler, at Springfield. Colonel Joseph H. Tucker, of Chicago, was appointed commandant of district and camp; Milton H. Higgins, of the same city, was appointed adjutant; subsistence of troops was placed in charge of Colonel William Webb, U. S. A.; and Harry M. Spaulding, of Rockford, was appointed quartermaster.

After a careful canvass of competing claims and localities, Adjutant-General Fuller decided, in September, 1861, that the camp should be located east of what was known as the old "United States Fair Grounds," on land belonging to the Douglas estate, situated on the west side of Cottage Grove Avenue, and just north of the Chicago University grounds. In 1878, after much painstaking labor, Hon. William Bross determined the exact boundaries of the camp, as shown upon the following plat:



PLAN OF CAMP DOUGLAS.

None of the streets were laid out at the time the camp was located, all was wide, open prairie in that region, the University building being about eighteen or twenty rods south of the camp-fence, and overlooking the entire grounds, which contained about sixty acres. The residence of Henry Graves was the only house on the site. When Camp Douglas was established, there were several Illinois regiments in the city, quartered at different local camps. Of these, the 39th Infantry (Yates Phalanx), Colonel Austin Light; 55th Infantry, (Second Regiment of the Douglas Brigade), Colonel

Oscar Malmberg; Mechanics' Fusileers, Colonel Wilson; 51st Infantry (Chicago Legion), Colonel Gilbert W. Cumming; 9th Illinois Cavalry, Colonel Albert G. Brackett, were immediately concentrated at the new camp, and their quarters established there, practically, at the same time. The camp of Brackett's cavalry was within the limits of the new camp prior to its establishment, and the 42d and other regiments had been encamped in the vicinity.

Colonel Tucker proposed a system of drainage immediately on assuming command, which, had it been adopted, would have averted much of the sickness so prevalent afterward. For this neglect of sanitary precautions a fearful penalty was paid. Soon after the camp was located, the original design of making it a State camp of instruction was abandoned, and it was made, instead, a United States military camp. Colonel Tucker constructed the barracks as ordered, the expenses being assumed by Captain John Christopher, who succeeded Colonel William Webb as United States mustering officer at Chicago.

The camp was used for Illinois volunteers until after the battle of Fort Donelson, in February, 1862; when, by command of General Halleck, Colonel Tucker prepared it for the reception of prisoners taken in that engagement and at Island No. 10. The regiments in camp at its establishment, and also the 45th, 55th, 57th, and 58th, organized later, had all been ordered to the field by February 11, 1862, leaving the camp nearly vacant. As constructed by Colonel Tucker, the barracks were intended to accommodate about eight thousand troops, with mess-halls and quarters

for field, staff and company officers. Stabling was prepared for two thousand horses, and the necessary quarters for hospital, quartermaster and commissary departments. After the battle of Fort Donelson, between eight and nine thousand Confederate soldiers arrived, and were placed in these barracks. Affairs had not, at that early period, been sufficiently systematized to enable the authorities at once to adapt themselves to the new condition of things. A camp of sick, ragged, wretched prisoners was a very different affair from one of vigorous recruits. Public sympathy was awakened and, soon after their arrival, a meeting was held in Bryan Hall, of which Rev. E. B. Tuttle was chairman and T. B. Bryan was treasurer, where liberal contributions were made for the benefit of the prisoners. Collections were taken in the churches, and medicines were sent to the camp by the wagon-load. A "Relief Committee of Citizens" was organized, and apothecaries were employed to aid Dr. William D. Winer, the post-surgeon. Early in March, 1862, Colonel Tucker

was ordered by General Halleck to Springfield, and Colonel James A. Mulligan was placed in command at Camp Douglas, with orders to reorganize there the 23d Infantry (Irish Brigade). He remained in charge until June, when he departed with his regiment for the field. In the meantime, several one-hundred-day regiments had been raised for guard duty, that the three-year troops might leave for the front. Of the former the 67th and 69th were organized at Camp Douglas, in June, 1862; Colonel Tucker being again made post commandant. During that summer

and fall about eight thousand paroled Federal troops, captured at Harper's Ferry and other places, arrived. General Tyler was placed in charge of this class on the last day of September, while Colonel Tucker remained in command of the Illinois volunteers and the prisoners of war.

The rule of General Tyler was exceedingly unpopular; and the paroled men, not knowing exactly how far they were amenable to military discipline under these new conditions, became almost ungovernable—their dissatisfaction culminating in attempts to burn the barracks and to escape. With the termination of General Tyler's rule, came the end of all mutinous efforts of this kind. Colonel Daniel Cameron, of the 65th Illinois, had charge of the paroled troops for some time after General Tyler's departure.

During the summer of 1862, quarters became overcrowded at the camp. Prisoners of war, paroled Federal soldiers, two three-months regiments (the 67th and 69th Illinois), which remained as guard until discharged, more than filled the original barracks; and as the Board of-Trade regiments, and Board-of-Trade and Mercantile batteries were organized in July, August and September, they were obliged to encamp on the prairie in the vicinity. So also, did the 89th, the 90th, and others, organized a little later. Temporary barracks were built on the old United States Fair Grounds, immediately west of the camp proper, for the use of a portion of the paroled troops. These were occupied by the 9th Vermont and the 127th New York, through the winter of 1862-63. The Federal regiments and batteries were all ordered to the field during the fall and winter of 1862, and on January 1, 1863, Colonel Tucker resigned, and Brigadier-General Ammon was assigned to the command of the camp. Almost simultaneously with the departure of the last Union troops, came a large assignment of Confederate prisoners, among whom were many of Morgan's and Hood's famous troopers. They were provided with good and abundant rations and skilled medical attendance; but the sudden change of climate in a most inclement season, and the defective sanitary arrangements, wrought a fatal work. Pneumonia and camp-fever carried off many victims, the deaths among the prisoners averaging about six a day. They were buried at the old cemetery on the lake shore,* about six miles from camp. By March or April, 1863, all the Confederate prisoners had been removed, except a few too ill to leave; most of the paroled troops had been discharged, and with their departure the camp was again nearly emptied, only the 9th Vermont and Cos. "F" and "H" of the 65th regiment (paroled troops) remaining.

It has been estimated that about thirty thousand troops had been recruited, drilled and equipped at Camp Douglas, up to 1863. Prior to its establishment, the 19th Infantry had encamped and been mustered into service at Camp Long, Cottage Grove, the 23d at "Fontenoy Barracks" (Kane's Brewery), the 24th at Camp Robert Blum, Cottage Grove, the 37th at Wright's Grove, North Side, the 44th at Camp Ellsworth, and the Sturges Rifles at their camp, also on Cottage Grove Avenue. Several regiments, as before stated, were concentrated at the new camp, immediately on its organization, but the 42d Illinois, was the first infantry regiment mustered into service there, September 17, 1861. Succeeding this, were the 9th Cavalry (Brackett's, the first Cavalry regiment), October 26, 1861; Waterhouse's ("E," 1st Illinois Light Artillery, the first battery), December 19, 1861.

The following are the Illinois military organizations mustered into service at Camp Douglas, given in the order of their muster: 42d Infantry, 9th Cavalry, 55th, 39th, 45th and 51st Infantry, Waterhouse's battery, the 57th and 58th Infantry (all mustered-in before the close of 1861). Bouton's, Bolton's and Silversparre's batteries, 23d Infantry (reorganized), Rourke's battery, 12th Cavalry, 13th Cavalry, Phillips's battery, 65th, 67th, 69th, 71st and 72d Infantry, Board-of-Trade Battery, 88th and 89th Infantry, Mercantile and Cogswell's batteries, 90th, 93d, 105th, 113th, 126th and 127th Infantry. The 126th, the last to leave the camp, departed for the field November 21, 1862.

Besides serving as a rendezvous and camp of instruction for these Illinois troops, Camp Douglas, had, as related, served as a military prison for about seventeen thousand Confederate prisoners, and furnished barracks for nearly eight thousand paroled Federal troops. In the summer of 1863, Brigadier-General Ammon was assigned to duty at Springfield, and Colonel C. V. DeLand of the 1st Michigan Sharpshooters, whose regiment had been recently quartered at the camp, succeeded him as post commandant, and proved a most popular and efficient officer. At about the commencement of his administration, the camp was again filled with Confederate prisoners. These he set to work on the premises. A fence was built around the entire camp, and, before the close of the year, pipes and sewers were laid, many new buildings erected, hospital accommodations increased, and various other improvements made. The fence was about twelve feet high, with a narrow platform, some four feet from the top, for the use of the sentries. During the year, the long line of barracks on the north of the camp was destroyed by fire, and new barracks for nine hundred men erected. Dr. Arvin F. Whelan of the 1st Michigan Sharpshooters served as post surgeon, and it was under his direct supervision that the hospitals were improved during that year.

It was in the latter part of 1863 (November) that the "gophers" engaged in their extensive operations. This name was applied to the Confederate prisoners who attempted to escape by burrowing out. Their method of procedure was to remove the boards of the floor in their barracks, dig down a few feet, and burrow along under the fence until they reached the outside. Generally ten or twenty shared the secret. When the tunnel was completed, a number would crawl in, and when the first reached the outer extremity he would raise his head, gopher-like, and watch for the sentinel. As soon as the sentinel passed the spot, the first would crawl out and run, then another and another would follow, until the guard again appeared. During November, 1863, some seventy prisoners made their escape in this way—the tunnel through which they crawled was over fifty feet in length—about fifty of whom were recaptured the same month. On December 25, 1863, Brigadier-General William W. Orme, formerly colonel of the 94th Illinois, was appointed post commandant. Colonel DeLand remained, however, in actual charge of the camp for some time after General Orme's appointment. During December, the 9th Vermont was ordered to Newbern, N. C., and the two companies of the 65th Illinois received orders to join the balance of their regiment at Knoxville, Tenn. Lieutenant-Colonel O. L. Mann was ordered to Camp Douglas, with the 39th Illinois, on recruiting service, remaining until the following spring.

During the latter part of the year, the 8th and 15th regiments of the Veteran Reserve Corps, each four

* In the possession of the Chicago Historical Society is a complete list of the Confederates who died at Camp Douglas.

companies strong, under Colonels B. J. Sweet and J. C. Strong, were ordered to the camp as a portion of its garrison, and these, with the Michigan Sharpshooters, constituted the entire garrison at the close of the year, about one thousand eight hundred in all. The number of prisoners was then five thousand six hundred and sixty. When General Orme was appointed commandant, Captain Hudson Burr was assigned to duty as assistant adjutant-general, and Colonel Clarke to the charge of the new commissary department, from which supplies were furnished direct by Government instead of by contractors as before. General Orme remained in command of Camp Douglas until May 2, 1864, when he resigned and was succeeded by Colonel Benjamin J. Sweet of the 8th Veteran Reserve Corps. Captain Joseph M. Barr, of Co. "B," 8th Regiment, V. R. C., was appointed post adjutant-general. Until July, Colonel Sweet had his headquarters in the city; Colonel James C. Strong, of the 15th V. R. C., being acting post commandant. During June the prisoners' barracks were raised four feet from the ground, and arranged in streets, to prevent the escape of prisoners by tunneling. Late in the year, the "Prison Square," covering about twenty acres, was inclosed by a high board fence like that around the camp, the parapet for the sentinels being on the outside, about three feet from the top. There were in this inclosure some forty or fifty barracks. The garrison occupied "Yankee Barracks" in "Garrison Square." Several buildings were moved from the west side of the parade grounds to the southeast corner, near headquarters, and fitted up for officers' quarters. In July, Colonel Sweet removed his headquarters to the camp and assumed personal command. Many improvements were made at headquarters, and the company barracks were largely increased in number. Warehouses were erected in various parts of the grounds for the use of the quartermaster, commissary and other departments. Additional hospitals were built, guard-houses increased in number, and the camp placed in as good a condition as possible. During the year, about seven thousand five hundred prisoners were added to the five thousand six hundred and sixty in camp at its opening. Small-pox and other diseases made serious ravages in their ranks—one thousand one hundred and fifty-six dying during 1864.

From the time of the departure of the Michigan Sharpshooters, early in 1864, until August of the same year, Camp Douglas was guarded by ten or twelve companies of the 8th and 15th regiments of the Veteran Reserve Corps—numbering in all a little over one thousand men. In August the garrison was reinforced by the 16th Pennsylvania Infantry and the 24th Ohio Battery. The Pennsylvania Infantry left camp in October, its term of service having expired, and during the following month, the excitement in regard to the so-called Chicago Conspiracy culminated. This conspiracy, of which a more detailed account is elsewhere given, it was believed, was for the purpose of liberating the prisoners at Camp Douglas and raising an insurrection in the States of Illinois and Indiana against the Government of the United States. The whole number of prisoners in the camp at that time was eight thousand three hundred and fifty-two; the total strength of the garrison, including the 24th Ohio Battery, was seven hundred and ninety-six men and the guns of that single battery.

The cost of buildings erected in camp during 1864 was estimated at \$375,000—of which the rebuilding of barracks was \$52,000; fences, sewers, etc., \$182,000; improvements in Prison Square, \$61,000; new build-

ings, \$80,000. The daily expenses of camp, aside from officers' and soldiers' pay, were \$8,540.

Of the Federal troops, four thousand seven hundred and ninety-three were treated in the various hospitals during the year; total number of deaths sixty-five; on sick list at close of year, one thousand four hundred. Total number of garrison, two thousand one hundred and thirty-four.

Of the prisoners, one hundred and sixty-five had been released on taking the oath of allegiance and for other causes; one thousand one hundred and fifty-six had died; twenty-one thousand and thirty-seven cases of disease had been treated in hospital. At the opening of 1865, there still remained in the camp eleven thousand seven hundred and eighty prisoners.

The fall of Richmond, in the spring of 1865, and the subsequent collapse of the Rebellion, although not immediately causing the evacuation of Camp Douglas as a military post, abolished the necessity for its existence. In a very short time after peace had been established, the return of Confederate regiments to their homes commenced. In February, one hundred and seventy-eight were released, on taking the oath of allegiance. Soon after, Mrs. Sarah B. Walker, a Southern lady, was appointed agent by friends of the prisoners for distributing goods to those in camp. All those prisoners who applied to take the oath of allegiance before the fall of Richmond, were released on the surrender of Lee. These were nearly all forwarded to their homes during May. In June, five thousand were released on taking the oath, and by the beginning of August all had left, except about two hundred, many of whom were too ill to be removed. Colonel Sweet resigned in the early summer; and the 8th and 15th regiments V. R. C., 48th Missouri, and the 24th Ohio Battery departed soon after June. Captain Edward R. P. Shurly, of the 8th V. R. C., was placed in command of the camp; a few members of the Reserve Corps remaining to guard the Government property. The grounds served for a few months longer as a rendezvous for regiments of Union troops returning from the field, and was then almost utterly deserted. Captain Shurly remained in command until October, when he was ordered to Detroit, as acting inspector-general of the Department of the Ohio, and Captain E. C. Phetteplace then took charge until the property was sold, during the following month. The sale commenced on November 24, and continued until all the Government property was disposed of. The old City Hospital, which had been used by Government, was taken possession of by County authorities, to be used again as a City Hospital; the barracks were pulled down and the lumber sold; the Soldier's Rest and all buildings at Camp Douglas, one hundred and fifty-eight in all, including headquarters, officers' quarters, offices, hospitals, guard houses, quartermaster's and commissary's warehouses, etc., were all disposed of to the highest bidder; the fences were also sold for what the lumber would bring; and Camp Douglas thenceforth ceased to exist, except as a memory, and that is now fast fading from the minds of the citizens of Chicago.

STEPHEN ARNOLD DOUGLAS.—This statesman, whose name is indissolubly linked with the history of Illinois, was born in Brandon, Vt., on April 23, 1813. His ancestry sprang from the Puritan stock, which has furnished, through so many generations, many of the noblest names which have illumined the pages of our national history. His father had removed to Brandon from Central New York, and died within two months after young Douglas's birth, leaving the mother in circumstances so straitened that it was impossible for her to keep her children together. Stephen took up his residence with his maternal uncle. His first wish was to obtain

a collegiate education; but, after attending the district schools of his native village until he had reached the age of fifteen years, he found it impossible to pursue his studies further, owing to the limited resources of his uncle. The acquisition of a mechanical trade being the only apparent alternative resource open to him, he was apprenticed to a cabinetmaker.



STEPHEN A. DOUGLAS.

Owing to failing health, confinement at the bench proved too severe a strain upon his constitution, and Douglas resumed his studies. He had already mastered the somewhat limited course afforded by the New England district schools of those early days, and on quitting the shop he entered Brandon Academy, in which he remained a pupil for one year. At the expiration of that period, his mother having re-married, he removed with her to Canandaigua, N. Y. There he resumed his academic studies, and having chosen the profession of the law as his vocation, he at the same time entered the office of Hubbell Brothers as a clerk.

In 1833, when not yet twenty-one years old, he decided that the West offered the broadest field for the exercise of his talents, and accordingly started on a tour in quest of a location. Passing through Cleveland and Cincinnati, he crossed the State line of Illinois, and found himself in the obscure village of Winchester, rich in the courage that springs from undaunted energy, but poor in purse. His entire capital, at that time, consisted of his somewhat scanty wardrobe and thirty-seven and one-half cents in cash. Necessity compelled him to seek employment of some sort, however temporary. He entered upon the career, whose termination neither he nor his employer could foresee, as an auctioneer's clerk, at a rate of compensation almost nominal. The educational facilities of Winchester being of the most limited description, it occurred to Mr. Douglas that a private school, well conducted, might prove not only a source of benefit to the citizens, but of profit to himself. Acting upon the idea, he opened a school, and the income derived from this source enabled him to prosecute his legal studies to completion, and, in 1834, he obtained from the Supreme Court the coveted certificate, entitling him to practice.

In 1835, at the age of twenty-two, with a professional experience of barely one year, his talents and perseverance secured public recognition in his election, by the Legislature, to the office of attorney-general. Finding the fascination of an active political life stronger than the attractions of professional pursuits, he resigned the office of attorney-general, and, in 1836, was elected to a seat in the Legislature. In 1837, he was appointed, by President Van Buren, Register of the Land Office, at Springfield. In 1838, he made his first contest for an election to Congress. He received a majority of the votes cast, but the canvassing board, displaying a

familiarity with partisan devices hardly to be expected in those days, discovered that a number of ballots bearing his name were incorrectly spelled, sufficient to justify them in reversing his (apparent) majority, and they gave their certificate to his opponent.

In 1840, he was appointed Secretary of State of Illinois, and in 1841, was elected judge of the Supreme Court. But Judge Douglas soon wearied of the routine duties that attach to judicial honors. In 1843, he resigned his seat upon the bench, and, after a heated contest, was elected to Congress by a majority of four hundred votes, which even the ingenuity of a politically hostile board of canvassers could not overturn. In 1844, he secured a re-election by a majority of one thousand nine hundred, and, in 1846, was triumphantly returned by a majority of three thousand.

On the floor of Congress he found an ample, as well as a congenial, field for the exercise of his abilities, both oratorical and polemic. At the outset of his first term, he was recognized as an earnest and able champion of the doctrine of State supremacy in local affairs, as opposed to National intervention. His first speech was delivered on December 19, 1843, and was devoted to a discussion of the bill appropriating money for the improvement of western lakes and rivers. He denied the right of the Federal Government to interfere in such matters, and advocated a system of tonnage charges, to be levied by the States, who, he claimed, should also have charge of the disbursement of the revenue arising therefrom. Among the more prominent acts of his early Congressional career, may be mentioned his advocacy of the law extending the admiralty jurisdiction of the United States courts over the great northern lakes, and it is not too much to say that he was mainly instrumental in securing its passage. He was always a warm admirer of and devoted adherent to General Jackson. It will not be forgotten that, previous to Judge Douglas's election to Congress, that body imposed a fine upon the old hero of the war of 1812 for his declaration of martial law in New Orleans. In 1844, a bill was introduced in Congress providing for the refunding of the fine and a brilliant forensic effort by Judge Douglas, in its support, was one of the noteworthy features of the debate upon its passage. General Jackson was so pleased with the speech, that he left with his literary executor, a printed copy, bearing this indorsement: "This speech constitutes my defense; I lay it aside as an inheritance for my grandchildren." The measure was finally passed; the vote in the Senate standing twenty-eight to twenty-two (a strictly party vote), but in the House the record showed one hundred and fifty-eight to twenty-eight in favor of the refunding. The original fine imposed had been \$1,000; the amount returned to General Jackson—which, of course, included interest on the original payment by him—reached nearly \$2,700.

As regards the foreign policy of the government, Judge Douglas's views were inclined to be aggressively American; his opposition to any compromise of the Oregon boundary question being as pronounced as was his support of the Mexican war.

Before the meeting of Congress in 1846, to which body he had been elected representative by so decided a majority, he was chosen United States Senator, and took his seat in the Senate in March, 1847, remaining a member of that body until his death.

On April 7 of that year, he was married to Miss Martha D. Martin, of Rockingham County, N. C. Two sons and one daughter were the issue of this marriage. His daughter died in infancy, and his wife followed her on June 6, 1853. On November 20, 1856, Senator Douglas married again, his second wife being Miss Adele Cutts, of Washington, D. C., the daughter of J. N. Cutts, then second comptroller of the Treasury. She bore him a daughter, who only lived but a short time.

One of his first prominent acts as senator was the introduction of a bill granting to the State of Illinois the right of way through public lands, with the title to alternate sections of the same along the route of railroads actually constructed. The passage of this measure—out of which grew the Illinois Central Railroad—was due mainly to his eloquent championship and skillful management.

His attitude toward slavery, and the various measures introduced in Congress for its extension or regulation, particularly the Missouri Compromise and the Fugitive Slave Law, excited much hostile criticism from a very large section of his constituents. At a public meeting held in Chicago, resolutions denouncing his course were adopted, while the City Council formally directed the police not to obey the law commanding the return of fugitive slaves. On the return of Senator Douglas to Chicago, in 1850, he immediately called a public meeting, at which he defended his course with such courage and ability, that resolutions were adopted indorsing him, and condemning the action of the Council. But he was destined once more to arouse the hostility of Chicago. In 1854, his advocacy of the measure known as the Nebraska bill, drew down upon him the denunciations of the Tribune, Democrat, Journal, and Press. Once more did Senator Douglas return to this city, hoping again to obtain a reversal of the popular judgment. On his arrival, he attempted to deliver an address in front of North Market Hall,

but his critics were present in force, and after a struggle between his friends and his opponents, lasting nearly four hours, he was compelled to retire without being able to make himself heard.

Senator Douglas's political enemies, however, were not all found among the anti-slavery ranks. He had aroused the animosity of President Buchanan, by opposition to certain measures in which the President was deeply interested, and in 1858, a coalition was made between the friends of Buchanan and the abolitionists, the object of which, was, to defeat Senator Douglas's re-election, and return Abraham Lincoln as his successor to the Senate. The struggle was fierce and exciting, but in the end the coalition proved fruitless, and Douglas was re-elected by a majority of eight.

In 1858, speaking from his place on the floor of the Senate, Douglas denounced, in scathing terms, the Harper's Ferry insurrection, and charged the Republican party with having abetted, if not instigated it. This was his last public utterance of sympathy with his old pro-slavery allies. When the cloud of secession first appeared on the political horizon, Senator Douglas was one of the first to see and prepare to avert the coming storm. With the same fearlessness with which he had, from conviction, espoused the cause of the legal rights of the slaveholders, he now came to the support of the Government, allegiance to which he declared to be paramount. From the moment when boomed the first gun that consummated South Carolina's treason, to the hour of his premature death, he gave to the Federal Government all that he had, of time, of strength, and of devotion. His support of the administration was hearty and sincere, and Abraham Lincoln, his old time antagonist on so many political and forensic fields, soon learned to trust, as a friend and counselor, the man whom he had long since learned to respect as a foe.

Of the efforts of Douglas's admirers and friends to elevate him to the presidency, little need be said. He first appeared as a candidate for the Democratic nomination in 1852, receiving ninety-two votes in the national convention of that year. In 1856, his name was again presented, and his vote reached one hundred and twenty-one; but he having declined to make further contest, his name was withdrawn, and the nomination given to Buchanan. In 1860, during the stormy scenes of the Charleston convention, he was again a prominent candidate, and, after that body had become divided, through internal dissensions, the faction which re-assembled in Baltimore nominated Douglas on the second ballot, he having received one hundred and eighty and one-half votes out of one hundred and ninety-four and one-half votes cast. His vote in the electoral college of that year was insignificant, but his popular vote was second only to that of Mr. Lincoln.

On May 1, 1861, he returned from Washington to Chicago, which city he was destined never again to leave. His patriotic devotion to the Union and the Government had obliterated from the minds of men, the memories of their past differences, and all parties united in making his return the occasion of an ovation. A committee met him at Joliet, and an immense throng greeted him on his arrival in this city. A salute of thirty-four guns was fired as he was escorted to the old Wigwam, which had been re-christened National Hall, where he addressed an audience numbering over ten thousand, on the issues of the day. This was his last public address. The malady from which he had long been suffering—acute rheumatism—shortly thereafter assumed a typhoid type; blood poisoning ensued; and at ten minutes past nine o'clock, on the morning of June 3, 1861, the spirit of Stephen A. Douglas took its flight.

His suffering had been great, although during the latter part of his illness he was almost constantly delirious. At one time, when his mind was unclouded, his wife, tearfully bending over him, asked if he had any message for his sons; his answer was, "Tell my children to obey the laws and uphold the Constitution."

On the day following his death, his body was removed to Bryan Hall, where it lay in state, in care of a Masonic guard of honor, until the day of the funeral. More than fifty thousand people visited the remains of the dead statesman during the days that intervened; and on the evening preceding the funeral, the solemn rites of the Masonic fraternity were performed.

It had been the original wish of Mrs. Douglas, that her husband should be buried in the Congressional Cemetery at Washington, and an appropriation of \$2,000 had been made by the Common Council to defray the attendant expense. Subsequently, however, the Council, with committees of the citizens of Chicago and of the whole State, united in requesting Mrs. Douglas to allow her husband's body to find its last resting place within the State on whose name he had shed new lustre. Her consent having been obtained, preparations were made to inter the remains of the late senator in a temporary tomb upon his former estate at Cottage Grove.

The entire city mourned, and emblems of grief were profusely displayed. The Mayor, by proclamation, requested the general suspension of business on the day of the funeral, and a similar request was formally adopted by the Board of Trade and other

prominent organizations. At ten o'clock, on the morning of June 7, the body was carried through the doorway of Bryan Hall, and placed upon the funeral car which had been prepared for it. The streets through which the procession passed, were thronged with people, many of whom wore badges of crape. The route of the cortege was through Lake Street, Michigan Avenue, Ringgold Place and Cottage Grove Avenue, the distance traversed being about three miles. During its progress, the bells of the churches were tolled, and deep-voiced cannon boomed at Dearborn Park and at the station of the Illinois Central Railroad. The procession moved in ten divisions. The chief marshal was Colonel J. H. Tucker, who was assisted by the following staff: Major G. E. Stanton, David A. Gage, J. M. W. Jones and James Clapp. Major E. W. Hadley was marshal of the bands. The marshals of the various divisions were Colonel H. D. Booth, John H. Kinzie, S. A. Goodwin, Colonel G. S. Hubbard, J. H. Bowen, C. N. Holden, David Walsh, W. T. Shufeldt, Colonel William S. Johnson, A. H. Burley. The military escort was under command of General R. K. Swift, and consisted of the following companies: Hecker Jäger Regiment, Irish Brigade; Co. "C," 60th Regiment, I. V. M.; Hoffman Dragoons; German Rifles; Bryan Light Guard; Youths' Zouave Corps; Ogden Light Infantry; Home Guards; Anderson Rifles; Scammon Light Infantry; First Ward Home Guards; Cos. "A," "B" and "D" of the Chicago Zouaves; and the Sturges Rifles. Following the military companies, but preceded by the clergy and attendant physicians, came the funeral car, by the side of which walked the pall-bearers, with the Chicago Light Guard as a guard of honor. The car was followed by United States Senators and Representatives, the governors of Illinois and other States, State officers of Illinois and other States, members of state legislatures, members of the county and city governments, judges of United States and State courts, members of the Bar, representatives of foreign governments, United States officials, members of the county and city governments, representatives of the learned professions, delegations from other States and cities, various benevolent, religious and civil societies, and citizens and strangers, generally, walking twelve abreast and wearing badges of mourning.

A vast concourse had assembled near the place of interment—a grave dug on the spot which had once been chosen by Senator Douglas as a site for his future home. Around the grave was a guard of honor selected from among the students of the University, whose warm friend and liberal benefactor he had been in life.

No religious services were held at the tomb, but a eulogy was pronounced by Rt. Rev. James Duggan, Catholic Bishop of the diocese of Chicago, one of the dead senator's warmest personal friends.

An area of sixteen feet square around the grave was enclosed by a rough board fence, which was afterward replaced by one erected by the City Council. The tomb, however, received no public care, nor was any step taken in this direction until the following October, when the first meeting of citizens to devise a method of erecting a suitable monument was held in the parlors of the Tremont House. At this gathering it was resolved to solicit subscriptions, not exceeding one dollar, to an amount not less than \$100,000 nor more than \$150,000. Committees were appointed, and the work of solicitation was begun. In November, a permanent organization was effected under the name of the Douglas Monument Association, the government being in the hands of a board of eighteen trustees. In February, 1863, the association was legally incorporated by act of the Legislature. The work of collecting funds progressed but slowly, and it was not until January, 1864, that the board of trustees felt justified in advertising for designs for the proposed monument. The limit which they placed upon its cost was \$50,000, and the honorarium to competitors was \$75. The successful competitor was Leonard W. Volk, the sculptor, who brought to his work, not only the skill which had even then gained him fame, but the living interest which sprang from a long and warm friendship for Douglas, whose connection, through marriage, he was. The trustees had, in 1863, petitioned the Legislature for an appropriation of \$25,000, for the purchase of land, and \$50,000 toward the completion of the monument. Eventually, the entire cost of both ground and monument (\$96,350) was borne by the State, with the exception of \$3,925, contributed by private individuals, and \$3,000, derived from the sale of two lots donated to the association by the mother and sister of Senator Douglas. The land around the monument was purchased from Mrs. Douglas for \$28,000, the \$3,000 received from the senator's mother and sister being included in this amount. The boundaries of this land are as follows: On the north, two hundred and sixty feet, Woodlawn Park; on the east, three hundred feet, Illinois Central Railroad and Lake Michigan; on the south, four hundred and two feet, Douglas Avenue (or Thirty-fifth Street); on the west, two hundred and sixty-six feet, an alley.

On September 6, 1866, the corner stone of the monument was laid. President Johnson, Secretaries Seward and Welles, Generals Grant and Meade, Admirals Farragut and Radford, and many other distinguished guests arrived the preceding day to assist in the ceremonies, which were conducted by the Masonic fraternity. It was estimated that between seventy-five thousand and one hundred thousand strangers were in the city. The public offices, Board of Trade, banks and wholesale houses generally were closed. The procession, composed of the city authorities, military and civil organizations, invited guests and citizens generally, in carriages and on foot, formed in six divisions on Clark and Lake streets, and proceeded to the monument grounds. After the conclusion of the Masonic ceremonies, prayer was offered by the Rev. William H. Milburn, after which the orator of the day, General John A. Dix, addressed the assemblage. Brief speeches were made by President Johnson and Secretary Seward; General Grant and Admiral Farragut were introduced and warmly greeted, and the exercises were at an end. At each corner of the grave had been placed a column, twelve feet high, from which sprang arches, thirty-four feet high, crossing in the center. The space within was strewn with wild flowers, and the columns and arches draped in mourning, with festoons of flags. At the head of the grave were placed, on pedestals, a bust of Douglas and a model of the monument.

On June 3, 1868, the seventh anniversary of his death, the body of Douglas was taken from the grave and deposited in the marble sarcophagus in the center of the tomb. The students of the University acted as a guard of honor. The ceremonies attending the removal were appropriate, though not elaborate. For a few days, the public were permitted to view the once more familiar face of the dead leader through the glass cover of the casket. The features were lifelike—"decay's effacing fingers" had not marred their lines of rugged symmetry, and their expression was that of peaceful rest. It was not until July 17, 1878, however, that the Douglas monument was informally unveiled, with no other ceremony than a brief address by Judge J. D. Caton, president of the Association.

In Volume I, was published an article, which appeared in the Chicago Times of August 19, 1877, purporting to be a correct account of the exciting scene at North Market Hall, on the occasion of Senator Douglas's return to Chicago, in the autumn of 1854, to which allusion is made in the foregoing sketch.

As there has been much discussion as to what actually occurred, the conflicting accounts being either colored by the sympathies or distorted by the prejudices of the narrators, it is deemed simple justice to publish in full another version of the affair, contained in an article written by ex-Lieutenant Governor Bross, which appeared in the Chicago Tribune of August 25, 1877. Governor Bross was, in 1854, one of the editors of the Chicago Democratic Press, and though bitterly opposed to Douglas's course on the question of the extension and perpetuation of slavery, he was exceedingly desirous that the senator should have ample opportunity to give his views to the public.

"Mayor Milliken, who presided at the meeting,—it was published on Monday, Sept. 4,—said to us that the efforts we had made to allay excitement, to preserve the peace of the city, and to save its reputation from the disgrace of mobocracy, met his unqualified approbation, and that of all the papers of the city no one was so deserving of the approbation of the law-and-order loving citizens, as the Democratic Press.

"When Senator Douglas came home, sometime in August, his few faithful friends rallied around him, and, after much caucusing, the time for his great speech was fixed for the evening of the 1st of September, at the North Market Hall. Three or four days before the meeting I called upon him at the Tremont House, and requested him to write out a copy of his speech for me, and I would publish it in full. Though the press had persistently opposed, and perhaps denounced him bitterly at times, he received me with great courtesy and politeness,—he was too good a politician and too thoroughly a gentleman to do otherwise,—thanked me for my offer, but said he never wrote out his speeches before delivery. He let the reporters write them out, and then corrected them where necessary.

"On Tuesday morning before the meeting I published a statement of the programme of the Democracy, and told our liberty-loving citizens how to prevent its accomplishment. It was determined by the Democracy to fill North Market Hall at an early hour with the rabble, thus preventing other people from gaining admittance, pass resolutions strongly indorsing the repeal of the Missouri Compromise and Senator Douglas, and have that go out as the opinion of the people of Chicago. The substantial and order-loving people were urged to turn out early, and thus defeat the schemes of the political tricksters. Mr. Douglas's friends, knowing that this advice would be strictly followed, changed their plan, and built a platform in front of the south door of the North Market Hall. The meeting was an immense one, perhaps the

largest up to that evening ever held in the city. We then had no shorthand reporters here, and, unwilling to trust any one else,—as only anxious to give as correct a version of the speech as possible,—I went there myself to report it. I was at once invited upon the stage, perhaps by Mayor Milliken, who presided, and, receiving a pleasant greeting from Senator Douglas, I sat down and composed myself for the work before me. The very first sentence he uttered was considered an insult to the people and the press of the city. He charged them with not understanding so plain a proposition as the repeal of the Missouri Compromise, and the press with persistently misrepresenting and maligning him. The statement was received with groans and hisses, and for perhaps two or three minutes nothing else could be heard. When comparative quiet was restored, he spoke for perhaps eight or ten minutes, and then the laughing and hooting were repeated. This thoroughly enraged the senator, and his language and manner became exceedingly offensive. Finding no use for my pencil during the uproar, I slipped down from the stage and circulated among the people, to see in what temper they were. This I did several times, and always found them happy and in the best possible humor. Never before or since have I seen a larger proportion of our solid, substantial, leading citizens at a public meeting. I knew as well as I could know without being told it, there were more than a thousand revolvers in the crowd. All would laughingly tell me, 'Bross, we shall have no mob.' And yet I feared it, for had some Democrat told one of our respectable citizens he lied, he would have been instantly knocked down; and when once a fuss began the pistols would have done their work fearfully. I knew that the human mind is so constituted that the change from the best of humor to the most intense anger requires but an instant. Little did I suppose that I was so soon to illustrate this principle myself, for on returning from one of my short visits through the crowd, and while the hooting and yelling were loud and long, Judge Douglas turned round, and paused for a moment. Knowing he could not and would not be heard, with the best of motives and the politest and most pleasant language I could command, I said, 'Judge, would it not be best to print your speech? You can not be heard, allow me to suggest that you retire.' With all the force and power he could command, he said: 'Mr. Bross, you see that your efforts in the Democratic Press to get up an armed mob to put me down have been entirely successful.' In an instant, I sprang to my feet and with very emphatic gesture, said: 'Judge Douglas, that's false—every word of it false, sir!' 'It will do very well, sir,' he replied, 'for you with your armed mob about you to make an assertion like that.' 'It's false, sir—not a word of truth in it,' I replied, and, a little quiet being restored, he turned to address the people.

"I have often wondered at myself for the part I acted in this little drama. There was not more than one or two besides myself on the stage who were not the warm personal friends of Judge Douglas, and to hurl the word 'false' at him might have cost me my life; but I knew I had done all I could to give him a quiet hearing, and I took not a moment's thought, and repelled the charge on the spot. After continuing his efforts to be heard perhaps for half an hour longer, with no success, his friends put him in a carriage, and he rode away amid the jeers of the crowd.

"The question recurs, Was there a mob on the evening of the 1st of September, 1854, to prevent Judge Douglas from making a speech on his Kansas-Nebraska bill—otherwise, his repeal of the Missouri Compromise? If you define a mob to be an angry crowd of men, who use missiles, or destroy property, maim and injure their opponents, perhaps kill them, then I assert positively that there was no mob in Chicago on that evening, and thousands of our citizens who were there, will cordially indorse what I say on the subject. There was not a rotten egg, a rotten apple, or anything else whatever, thrown at any one on the stage during the entire meeting. I was there during the whole time till Douglas left, except a minute or two, as above stated, when I was circulating among the people to see if they were in good humor. Had any missiles been thrown, I certainly would have known it. The truth is, I don't believe there was an angry man there from the commencement to the close of the meeting, except Judge Douglas, a few of his friends, and myself, when we had the little tilt, which I have described precisely as it occurred. These being the facts, I submit, as I then stated again and again in the columns of the Democratic Press, that Chicago did not mob Judge Douglas; that the people were noisy and refused to hear him, thereby resenting the imputations he cast upon them, nobody ever denied. Mr. Douglas was more to blame for what occurred than any and all others. He had, as great men often do, lost his balance, and forgot that he was the representative of the people. After referring to this, I published an article on Monday, from which the following sentences are taken:

"Mr. Douglas came before his constituents—those who had made him; who had entrusted to him the execution of certain duties—rather as a master than a servant. The spirit of a dictator

flashed out from his eyes, curled upon his lip, and mingled its cold irony in every tone of his voice and every gesture of his body. His manner, as well as his language, furnished a practical illustration of the possibility of reversing the natural order of master and servant, of representative and constituent, in a free government. The Czar of Russia could not have exhibited a more domineering and intolerant spirit than he."

"Perhaps I may be pardoned for adding, in this connection, that Judge Douglas and I did not speak to each other for some four years, though we often met at parties and celebrations. For my part, I bore him no personal grudge, but I did not know how any advances on my part would be received. But he was in the end himself forced to break with the Southern wing of the Democratic party, who were determined, at all hazards, to force slavery upon Kansas. He made his great speech on the Lecompton Constitution—one of the grandest efforts of his life, for he was then fighting boldly and bravely for the right of the people to govern themselves—on the 22d of March, 1858. The Democratic Press published considerable portions of it, and commended him highly for the gallant fight and the grand patriotic sentiments it contained. When he came home in the fall, we met at the celebration of the native Pennsylvanians. I was standing in the lobby of the Tremont House talking to three or four friends, not knowing that Senator Douglas was in the house. Coming up from behind me, he called me by name, and we greeted each other most cordially, neither of us referring to the past; and ever after we were personal friends. Of course he remained a Democrat and I a Republican, but that did not interfere with the pleasant relations that existed between us. When he made his patriotic speech in Springfield, in 1861, wherein he declared that, in the contest then raging, there could be but two parties, patriots and traitors, from my heart I thought the nation ought to forgive him for all the errors of the past—I certainly did.

"Subsequently he arrived in Chicago on the evening of the 1st of May, and was accorded a grand reception from our citizens by all parties. He was welcomed on the part of the people by the Hon. Thomas B. Bryan, and, in response, repeated the substance of his Springfield speech. The following is a part of his exact language:

"But this is no time for a detail of causes. Armies have been raised, war is levied, to accomplish it. There are only two sides to the question. Every man must be for the United States or against it. There can be no neutrals in this war,—only patriots or traitors. Thank God, Illinois is not divided on this question."

"Now, as to the so-called mob and my relations with the late Senator Douglas. When Mr. Scripps and I established the Democratic Press, issuing the first number September 16, 1852, it was generally supposed that Judge Douglas had either loaned us money or had an interest in the concern. Neither was true. But both our principles, and as we thought our interest, led us to side with the conservative wing of the Democratic party. John Wentworth's Democrat affected strong Abolition tendencies, and we were therefore right, certainly as a business venture, in the course we adopted. As far as a thoroughly independent journal properly could do, we favored the policy and the measures of Judge Douglas, quoting his speeches and keeping his name prominently before the people. In the session of 1853-54, he brought in a bill for the repeal of the Missouri Compromise. We then thought it the mistake of his life, and I still believe that so history will record it. His speech on the bill convinced us that the Democratic Press and Senator Douglas must part company, and, after considering the matter for a week or two, Mr. Scripps wrote a scorching article, condemning the repeal, quoting Judge Douglas in 1848 against the senator in 1854. The article created a great sensation, and, coming from a paper that had been his strong supporter, probably did him more harm than all the denunciations of the opposition. As a reason for my using the personal pronoun frequently in what follows, it should be stated that the canvass became very active and exacting; and, as a consequence, the health of Mr. Scripps, never a strong man, gave way in the latter part of July or early in August, and he did not write a line for the paper, and was scarcely ever at the office, till some weeks after the election, in November. Of course I had the entire charge of the paper.

"In the summer of 1854, the 'Know-Nothing' excitement raged throughout the city and country, and it was pitted against Judge Douglas and other leading Democratic politicians, as deriving their strength and support largely from our foreign-born population. The Know-Nothings were composed mainly of the very best portions of our American-born people, and were not the men to take the law into their own hands, unless to defend themselves from the attacks of the rabble. Mr. Scripps and myself were not Know-Nothings. During the early weeks of Mr. Scripps's sickness, I wrote two or three articles, which, without attacking them by name, showed the fallacy of their principles, and really took the foundation stones out of their entire structure. Our friends in the Order said to me, 'You are now on the record; this thing we know

can not last; but you will find it to your interest to let it grow and die in its own good time'; and we did so. They told us all that it was necessary for us to know in regard to their movements, and, as Mr. Douglas's meeting approached, they assured us there would be no mob. In the meantime, the Democratic Press used all the influence it could command to prevent one. On the morning of the meeting we said:

"By some means or other the impression has been created abroad that some indignity would be offered to Judge Douglas in the event of his attempting to speak here. We have branded the prediction as a slander upon the good name of our citizens, and we call upon them to vindicate us in that matter by their conduct to-night. Any attempt to interrupt the prescribed course of the meeting would injure the cause it might be designed to promote, as well as leave an indelible stigma upon our city which many long years could not eradicate."

"My last interview with Judge Douglas affords me one of the most pleasant memories of my life, though mingled with a deep tinge of sadness. For some reason, I could not attend and hear his speech on the evening of the 1st. The next day was most beautiful, and, when at home at noon for lunch, I read a most interesting article on the Contrabandists of Spain. On my way to the office, passing McNally's news room, on Dearborn Street, I saw in the window a very striking picture of the Contrabandista, all mounted on mules, with paniers and gay trappings, and the men dressed in bright, gaudy colors—the whole caravan winding up the trail on one of the sea-coast mountains of Spain. It attracted my attention, and I stood for some time gazing at it. Presently I was startled from my reverie by a pleasant pat upon the shoulder, with the remark, 'See here, old fellow, you better not turn your back on me.' Beg your pardon, Judge Douglas, I did not know you were within a mile of me," I replied. We had a most pleasant chat, for perhaps four or five minutes, when he and his friend, Dan McIlroy, passed in, and I went on to the office, musing sadly, for I was sure, from his appearance and what he told me of the state of his health, that his days were numbered.

"He died on the 3d of June, 1861.

"The legislative session of 1865 will ever be memorable in the history of the State. Among other notable acts, the ratification of the Constitutional Amendment abolishing slavery in all the States and Territories of the Union, was adopted Feb. 1, placing Illinois at the head of all the States. On the 4th of February, the infamous black-laws—a foul disgrace to the State and to humanity—were repealed. And a bill was passed and approved Feb. 16, appropriating \$25,000 to purchase the ground for the State where rest the honored remains of one of her noblest and greatest sons—Stephen A. Douglas. Surely the man who helped to pass, and signed these and many other most important bills, during that session, should feel grateful to the people who gave him that privilege. I certainly know one who does so with all the intensity of his nature. As that Legislature was largely Republican, and the State officers were elected by more than 30,000 majority, their purchase of the grounds for the resting place of the departed statesman shows that Illinois knows how to honor true greatness, and the action of the last Legislature, in appropriating \$50,000 to complete the monument, is a fitting supplement to that of the Legislature of 1865. There, on the banks of Lake Michigan, almost in the shadow of the University which his wisdom and his liberality founded, age after age will the patriot and statesman—those who visit the great metropolis of the Northwest—repair and linger, to honor the memory of Stephen A. Douglas."

THE CHICAGO CONSPIRACY.—[The following statements in regard to the so-called "Chicago Conspiracy" are taken from the official report of General B. J. Sweet, dated at Camp Douglas, November 23, 1864; from his testimony given before the military commission in Cincinnati in February, 1865; and from the history of Camp Douglas by William Bross, A. M.]

In May, or June, 1864, Jacob Thompson, of Mississippi, Secretary of the Interior during the administration of President Buchanan, went to Windsor, Canada, under the assumed name of Captain Carson, and, having been supplied by the Confederate government with large sums of money for the purpose, there commenced organizing an expedition to release prisoners of war at different United States military camps in the Northwest. He also inaugurated measures to aid the "Sons of Liberty"* with arms and money, and raise an insurrection

* The first, or Temple, Degree of the Order of American Knights, a secret organization that flourished during the war, and was believed to seek the subversion of the Federal Government. The Sons of Liberty in Chicago at first held their meetings in a building on the corner of South Clark and Monroe

—having its starting point in Chicago—against the United States Government. On the 29th of August was to occur the Chicago Democratic Convention, and the first attempt of the conspirators to put their plans in active operations was fixed for that time. As early as the 24th of the month, rebel sympathizers, soldiers and escaped prisoners, assembled at Toronto, Canada, and, under Jacob Thompson's supervision, were organized, under command of Captain Thomas H. Hines, formerly of Morgan's command, for the expedition. It was believed that, under the guise of visitors to the convention, a large number of armed men might be introduced into the city, and there perfect plans without detection. Accordingly, arms were furnished them at Toronto, and, in citizen's dress, the members of the expedition came by different routes to Chicago, making the Richmond House their general rendezvous on their arrival. Among the more noted of the command were Colonel G. St. Leger Grenfell, at one time Morgan's chief-of-staff, and afterward inspector-general on General Bragg's staff; Colonel Vincent Marmaduke, of Missouri; Colonel Ben Anderson, of Kentucky; and Captains Castleman and Cantrill, formerly of Morgan's command.* Besides those who arrived from Canada, large numbers of the Sons of Liberty, and other members of the order of "Knights of the Golden Circle," with crowds of irresponsible, discontented, ignorant disunionists, gathered in the city, ready for whatever evil scheme should be devised. The Sons of Liberty and their confederates were to be under the immediate command of Brigadier-General Charles Walsh† of the Sons of Liberty. The plot for liberating the prisoners, if plot there was, amounted to nothing at that time, as the presence of the conspirators was suspected and their designs frustrated. Among those who assisted Colonel Sweet in procuring information were Dr. S. W. Ayer and Robert Alexander, of Chicago; he being also aided in discovering the designs of the secessionists in Canada by Maurice Langhorn and John T. Shanks, prisoners who had taken the oath of allegiance to the United States Government. Colonel Sweet telegraphed for reinforcements, and, before the time of the session of the Democratic Convention, the 196th Pennsylvania Infantry, numbering seven hundred and fifty, with four companies of another regiment, and the 24th Ohio Battery, one thousand two hundred in all, were sent to his assistance. During the session of the Convention, Colonel Sweet had small details posted at various points, to act in case of need. Two companies were stationed near the University building, under orders to occupy it if the camp were attacked. He said, in his testimony before the Military Commission, "One hundred men, or even fifty men, stationed in that building, would command Camp Douglas, and almost make it untenable to any force."

After the Convention was over, no disturbance whatever having arisen, its members dispersed to their respective homes, and the reinforcements were withdrawn from the camp at the expiration of their term of service, sometime in October. The Ohio Battery, which was supplied with Parrott guns, was left as a reserve in case of emergency.

Before the reinforcements were withdrawn in Octo-

ber, the prisoners had made an attempt to escape; the attempt being thus described in a letter from Captain E. R. P. Shurly, post adjutant, to Hon. William Bross:

"In October, 1864, one of the prisoners requested an interview with the commandant of the post, General Sweet. I ordered the prisoner sent to my office. He told me that, for some time, there had been an organization among the prisoners of war to break out of the prison square, and that one hundred men had taken an obligation to lead the way, to break the fence, attack the guard in rear of camp, and in the confusion that would ensue, the eleven thousand prisoners then in charge would escape. He said that at eight that evening was the time appointed; this was about six p. m. that the interview mentioned took place. It was a cloudy evening and dark, looking like rain. After dismissing the prisoner, I started for the prison square. The officer in charge told me there seemed to be an unusual activity among the prisoners—advised me not to go round without a guard. This I knew would attract attention, if not suspicion. At this time, the barracks occupied by the prisoners were in rows, raised on posts, and each barrack contained from one hundred and fifty to two hundred men. I noticed that there was an unusual stir among the prisoners in the barracks. After completing the tour, I returned to headquarters, satisfied that there might be truth in the statement of my 'spy.' I at once sent an order to the commanding officer of the 8th regiment to take post on the south and west of the camp. I ordered the Pennsylvania regiment on the rear of that and around it. I had notified the officer in command of the guard of what might be expected, at the same time had strengthened the guard by turning out the other two regiments. The rain began to fall, and it seemed to me that the camp was unusually quiet. The disposition of the troops had been made so quietly that the prisoners had not suspected it. I greatly regretted the absence of General Sweet; he had been summoned to Wisconsin; but I carried out his plan to the best of my ability. Eight o'clock had scarcely sounded, when crash went some of the planks from the rear fence, and the one hundred men rushed for the opening. One volley from the guard, who were prepared for them, and the prisoners recoiled, gave up, and retreated to their barracks. Eighteen of the most determined got out, but in less time than I can relate it, quiet was restored. I had the Pennsylvania regiment gradually close in from the outer circle of the race-course to the camp, and re-captured all of those that had escaped. I think eight or ten were wounded, but they gradually recovered."

About the 1st of November, another expedition, of the same character as that of the August preceding, was organized in Canada, to be commanded again by Captain Hines. It was composed of the same elements as before, and to be put in execution on the day of the Presidential election, November 8. According to the confessions of rebel officers and others, the design was

"To attack Camp Douglas, to release the prisoners there, with them to seize the polls, allowing none but the Copperhead ticket to be voted, and stuff the boxes sufficiently to secure the city, county and State for McClellan and Pendleton; then to utterly sack the city, burning and destroying every description of property, except what they could appropriate for their own use and that of their Southern brethren—to lay the city waste and carry off its money and stores to Jeff. Davis's dominions."

Colonel Sweet says in his report:

"During the canvass which preceded the election, the 'Sons of Liberty,' a secret organization, within, but beyond all doubt unknown to, the better portion and majority of the Democratic party, had caused it to be widely proclaimed and believed that there was an intention on the part of the Government, and great danger that such intention would be carried into effect, to interfere, by military force, at the polls against the Democratic party, as an excuse under which to arm themselves as individuals. They had also obtained and concealed at different places in this city (Chicago) arms and ammunition for themselves and the rebel prisoners of war when they should be released.

"On the evening of the fifth day of November, it was reported that a large number of persons of suspicious character had arrived in the city from Fayette and Christian counties, in Illinois, and that more were coming. On Sunday, the sixth day of November, late in the afternoon, it became evident that the city was filling up with suspicious characters, some of whom were prisoners of war and soldiers of the rebel army; that Captain Hines, Colonel Grenfell and Colonel Marmaduke were here to lead, and that Brigadier-General Walsh, of the 'Sons of Liberty,' had ordered large numbers of members of that Order from the southern portion of Illinois to co-operate with them.

streets; later, and in the case of the Conspiracy, in the fifth story of McCormick's Block, on the corner of Randolph and Dearborn streets. There were about two hundred men in the organization in Chicago in 1864. James A. Williamson, being General Hines' agent.

*Many of the prisoners of Camp Douglas were formerly under Morgan, and were among the prisoners of the disunionists.

†Charles Walsh was an Irish-born soldier of Chicago, at one time the Democratic candidate for sheriff of Cook County. Early in the war he was active in the Union cause, but later became discontented, and a leader among the Sons of Liberty.

"Adopting measures, which proved effective, to detect the presence and identify the persons of the officers and leaders, and ascertain their plans, it was manifest that they had the means of gathering a force considerably larger than the little garrison then guarding between eight and nine thousand prisoners of war at Camp Douglas, and that, taking advantage of the excitement and the large numbers of persons who would ordinarily fill the streets on election night, they intended to make a night attack on and surprise the camp, release and arm the prisoners of war, cut the telegraph wires, burn the railroad depots, seize the banks and stores containing arms and ammunition, take possession of the city, and commence a campaign for the release of other prisoners of war in the States of Illinois and Indiana, thus organizing an army to effect and give success to the general uprising so long contemplated by the 'Sons of Liberty.'"

The whole number of troops for duty at Camp Douglas, on the 6th, was seven hundred and ninety-six, as follows: 8th Regiment, V. R. C., Lieutenant-Colonel L. C. Skinner commanding; 15th Regiment, V. R. C., Lieutenant-Colonel Martin Flood commanding—in all six hundred and fifty infantry; 24th Ohio Battery, Lieutenant James W. Gamble commanding, one hundred and forty-six men. Of this force, about sixty men were on duty in Chicago, acting as provost guard, leaving seven hundred and thirty-six men to guard eight thousand three hundred and fifty-two prisoners of war confined in the garrison square of the camp by a fence constructed of inch boards, twelve feet high. Becoming convinced that to delay until the night before election would be dangerous, Colonel Sweet ordered to be arrested, by Lieutenant-Colonel Skinner and a detachment of troops, on the night of the 6th, the following: Colonel G. St. Leger Grenfell, and J. T. Shanks, an escaped prisoner of war, at the Richmond House; Colonel Vincent Marmaduke, at the house of Dr. E. W. Edwards, No. 70 Adams Street; Brigadier-General Walsh, of the "Sons of Liberty," Captain George Canbriitt, of Morgan's command, and Charles T. Daniels, at the house of General Walsh, about a quarter of a mile from camp. Judge Buckner S. Morris, treasurer of the "Sons of Liberty," was arrested at his house, No. 6 Washington street, by members of the police. Both Judge Morris and his wife were Southern people, and in camp were many soldiers for whom they doubtless felt great sympathy. Mrs. Morris had charge of the distribution of clothing sent the prisoners from their friends in the South, knew many of them personally, and felt interested in their welfare—probably aided some to escape. Judge Morris was an ardent Democrat, and a member of the "Sons of Liberty," but a man of honor and integrity, kind heart and generous impulses. He was fully acquitted of treasonable designs against the Government by the verdict of public opinion, as by that of the Commission before which he was tried, and, though the accusation was the sorrow of his life and a blow from which he never recovered, he retained the friendship and respect of his associates, professional and business, until his death, which occurred December 16, 1879.* Captain Shurly, the commandant of Camp Douglas after Colonel Sweet, says "History should do justice to Judge Buckner S. Morris. He was entirely innocent, although arrested and held in camp."

On the night of November 6, there were captured in Walsh's house a large quantity of arms and ammunition, shot-guns, revolvers, muskets, etc., loaded and capped. The prisoners arrested were confined at Camp Douglas. On the morning of Monday, the 7th, Colonel R. M. Hough organized a force of mounted militia, which was assigned to duty, and patrolled the streets of the city until the morning of the 9th. In the

meantime, the provost marshal, Captain Bjerg, the city police and other authorities, with detachments from the garrison of Camp Douglas, under various officers, arrested, during the day and night of the 7th, one hundred and six men of the rank and file of the conspirators; twenty-seven at the "Fort Donelson House," another gang on North Water Street, and in various places, such as cellars, saloons, etc. These were all prisoners at Camp Douglas before the morning of election day. Among the captured on the 7th, were a large number of the so-called Klingman's band, principally from Christian and Fayette counties, Illinois. The band was chiefly made up of deserters from the Federal army and those who ran away from the draft, and was intended to resist the draft and all operations of the provost-marshal and General Government in the prosecution of the war. Captain Sears, Lieutenant Garland, and the principal men of this gang were arrested. Early in January, 1865, by order of Major-General Joseph Hooker, commanding the Northwestern Department and Department of the Ohio, a military commission assembled in Cincinnati, military headquarters of the Department, to try by court martial the officers and leaders in this alleged conspiracy.

The commission, which formally assembled on January 9, and continued its sessions until the middle of April, was constituted as follows:

President, Colonel Charles T. Murray, 89th Indiana Infantry; Colonel M. M. Wisewell, 6th V. R. C.; Colonel Ben. Spooner, 83d Indiana Infantry; Colonel R. H. DeHart, 138th Indiana Infantry; Lieutenant-Colonel P. Van Radowitz, A. D. C., U. S. A.; Lieutenant-Colonel S. H. Lathrop, A. I. G., U. S. V.; Lieutenant-Colonel Allen Heath, 100th Indiana Infantry; Major S. R. Lee, 6th V. R. Corps; Judge-Advocate, Colonel H. S. Burnett; Recorder, Benn Pittman. On January 13, the prisoners, Buckner S. Morris, of Chicago; Charles Walsh, Chicago; Colonel George St. Leger Grenfell, C. S. A., London, England; Colonel Vincent Marmaduke, C. S. A., Saline County, Mo.; Raphael S. Semmes, Chicago; Charles Travis (Daniels), Missouri; Benjamin Anderson, St. Louis, and George Cantrill, of Missouri, were arraigned on the following charges:

Charge First—"Conspiring, in violation of the laws of war, to release the rebel prisoners confined by authority of the United States at Camp Douglas, near Chicago."

Charge Second—"Conspiring, in violation of the laws of war, to lay waste and destroy the City of Chicago, Illinois."

The cases for the Government and the defendants were concluded about the middle of April, and the sealed findings of the Court transmitted to General Hooker for approval. They were approved without exception, and were, in effect, as follows:

Charles Walsh, brigadier-general of the Sons of Liberty—Guilty, and sentenced to three years' imprisonment with hard labor in the Ohio State penitentiary. Buckner S. Morris—Not guilty. Vincent Marmaduke—Not guilty. G. St. Leger Grenfell—Guilty of both charges and specifications, and sentenced to the extreme penalty—death. Raphael S. Semmes—Guilty, and sentenced to two years' imprisonment.

The prisoner Anderson, on the 19th of February, committed suicide by shooting himself, while confined in McLean Barracks, and, on the 16th of the same month, Travis, *alias* Daniels, escaped from the custody of a careless guard, during a momentary recess of the Court in the Court House.

None of the above sentences were carried into effect. The sentence of Grenfell was commuted from death to imprisonment for life at the Dry Tortugas, and the others were pardoned and allowed to return to their homes, after an absence of nearly nine months.

The following is the roster of the regiments constituting the garrison of Camp Douglas, in the spring of 1865, at the time of the fall of Richmond:

* See "Bench and Bar," p. 426, vol. 1.

EIGHTH REGIMENT, V. R. C.—Field and Staff.—Colonel Benjamin J. Sweet; Lieutenant-Colonel, Lewis C. Skinner; Acting Post-Adjutant, Captain E. R. P. Shurly; Major, Aquilla Wiley; Quartermaster, Edward Bacon; Adjutant, Isaiah S. Taylor; Post Surgeon, Major J. C. Whitehill, U. S. A.; Post Chaplain, E. B. Tuttle.

Line Officers.—Co. "A": Captain, Emil Munch; First Lieutenant, Morris Briggs. Co. "B": Captain, Joseph M. Barr; First Lieutenant, Joseph A. Green; Second Lieutenant, Edward L. Deane. Co. "C": Captain, Elhanan C. Phetteplace; First Lieutenant, George W. Debevoise. Co. "D": Captain, Edward R. P. Shurly; First Lieutenant, Amos S. Collins; Second Lieutenant, Washington L. Wood. Co. "E": Captain, Warner Young; First Lieutenant, Edward Bacon. Co. "F": Captain James M. Tracy; First Lieutenant, Isaiah S. Taylor; Second Lieutenant, Jesse B. Clinton. Co. "G": Captain, W. S. Schoonmaker; First Lieutenant, Henry V. Morris; Second Lieutenant, John Stewart. Co. "H": Captain, S. Vanderhorck; First Lieutenant, S. O. Burnham; Second Lieutenant, Henry H. Kuhn. Co. "K": Captain, Louis A. Phillipoteaux; Second Lieutenant, A. B. Sweeney.

FIFTEENTH REGIMENT, V. R. C.—Field and Staff.—Colonel, James C. Strong; Lieutenant-Colonel, Martin Flood; Major, James E. Cornelius; Adjutant, Isaiah S. Taylor; Quartermaster, Joseph K. Byers.

Line Officers.—Co. "A": Captain, Wells Sponable. Co. "B": Captain, Joshua H. Hastings; Second Lieutenant, Stephen W. Groesbeck. Co. "C": Captain, Edward Miller; First Lieutenant, John H. Buckley. Co. "D": Captain, Jerry N. Hill; Second Lieutenant, William Palmer. Co. "E": Captain, Samuel C. Gold; Second Lieutenant, Samuel K. Morton. Co. "F": Captain, John Greelish; Second Lieutenant, Samuel McDonald. Co. "G": First Lieutenant, Nathan Cole; Second Lieutenant, William P. Hagedorn. Co. "H": First Lieutenant, Colin L. Downs. Co. "K": Second Lieutenant, William L. McDaniel.

TWENTY-FOURTH OHIO BATTERY.—Captain, J. L. Hill; Senior First Lieutenant, J. J. Brown; Junior First Lieutenant, Fred. W. Poor; Senior Second Lieutenant, William March; Junior Second Lieutenant, Samuel Lyle, Jr.

The following were post surgeons during the occupation of Camp Douglas:

William D. Winer, M. D., surgeon of 23d Infantry, from March, 1862, to June, 1862. Dr. Brock McVickar, of Chicago, from June 23, 1862, to November of same year. Dr. George H. Park, surgeon of 65th Illinois Infantry, from November, 1862, to November, 1863. Dr. Ira Brown, 65th Illinois; Dr. Whelan, Michigan Sharpshooters; Dr. J. S. Grove, Pennsylvania Infantry; and Dr. A. M. Seigmund, Pennsylvania Infantry, in 1864. Dr. J. C. Whitehill (also medical director and surgeon in charge at Chicago) in 1865.

BENJAMIN J. SWEET, son of Rev. James and Charlotte (Newell) Sweet, was born in Kirkland, Oneida Co., N.Y., April 24, 1832. With his father's family he removed from New York to Wisconsin in 1848, and, after residing a brief time in Sheboygan County, settled on a farm in Stockbridge, Calumet County, where he assisted his father in home work, at the same time devoting his leisure hours to study, until he was prepared to enter Appleton College. After taking a partial course in that institution, he returned to Stockbridge, and for a time taught school in a neighboring village. In May, 1851, he was married to Miss Lovisa L. Denslow, also a native of Kirkland, N.Y., and soon after commenced the study of law. In 1859, he was elected to the Senate of Wisconsin, and in the spring of 1861, was among the earliest to offer his services to Government, to aid in the suppression of the Rebellion. On the organization of the 6th Wisconsin Volunteer Infantry, in July, 1861, he was commissioned major of the regiment, and with it proceeded to Washington in August. The regiment was assigned to King's brigade (Iron Brigade), and remained encamped at Arlington Heights during the winter. In the summer of 1862, Major Sweet resigned his commission, and returned to Wisconsin, where he assisted in recruiting, and perfected the organization of the 21st Wisconsin, of which he was commissioned colonel. The regiment left the State for the field in September, 1862. On the 9th of October, it was engaged in the battle of Perryville, where it was erroneously placed in position, about a hundred yards in front of the left of Rousseau's division, and suffered most severe loss. Colonel Sweet was wounded during the morning, by a spent pistol-shot which injured his neck, and, at night, after the conclusion of the battle, a stray bullet pierced the elbow of his right arm, and lodged in his shoulder, inflicting a severe and dangerous wound. For several weeks the surgeons were unable to extract the ball, and his wound remained unhealed for over a year, during the latter part of which, however, he was in command at Gallatin, Tenn., which

Rosecrans had fortified, and occupied as a military post. In the fall of 1863, Colonel Sweet was placed in command of the 8th Regiment, V.R.C., and ordered to Camp Douglas, where he remained until the close of the war, his services as commandant being included in the history of the post. After the war, he purchased a home at Lombard, Ill. He was appointed by President Grant, United States Pension Agent at Chicago in 1869, and, in 1871, Supervisor of Internal Revenue for Illinois. In January, 1872, he was appointed Deputy-Commissioner of Internal Revenue, at Washington, and served two years. He died January 1, 1874, leaving a widow and four children. General Sweet's widow was killed by a railroad accident, August 14, 1878. His eldest daughter, Ada C., is United States Pension Agent at Chicago, and the office has the reputation throughout the country, of being conducted most ably and economically. The second daughter, Minnie, married C. F. Weber, and resides in Chicago. The two younger children, Martha Winnifred and Benjamin J., live with their sister Ada, in Chicago, the boy attending the Ogden School, being but thirteen years of age.

COLONEL JAMES C. STRONG was born in New York, and bred to the legal profession. On the breaking out of the war he raised a company for the 21st New York Volunteer Infantry, of which he was chosen captain May 7, 1861. He was transferred, during the year, to the 38th New York Infantry, of which he was promoted lieutenant-colonel on December 17, 1861, and colonel on October 10, 1862. He received a severe wound at Williamsburg, Va., while serving under McClellan in the Peninsula Campaign, being shot in his right hand, and crippled for life in his right hip. On the expiration of his term of service he was discharged, and on September 29, 1863, was appointed colonel of the 15th Regiment, V.R.C., and his command assigned to Camp Douglas as a portion of its garrison. He was afterward detailed for duty in Philadelphia, and was at that point at the close of the war; Lieutenant-Colonel Martin Flood taking command of the regiment at Camp Douglas.

CHICAGO SOLDIERS' HOME.

This most valuable institution was the outgrowth of the knowledge, on the part of our citizens, that many soldiers en route to or from their commands, suffered for the necessities of life and for medical care. This deprivation was no sooner fully realized, than loyal men and women hastened to obviate any recurrence of such misfortunes to our soldiers. The credit of the first direct movement in their behalf is due to the Young Men's Christian Association, which held a meeting early in June for the purpose of devising means of securing and providing for a temporary home for soldiers in transit. On June 6, another large meeting was held in the Scotch Presbyterian Church, of which Rev. Robert Patterson was pastor, when it was proposed that the Young Men's Christian Association and the Chicago Sanitary Commission should unite in the movement—managers to be selected equally from each organization.

An adjourned meeting was held at Bryan Hall, on June 9, at which plans were considered; and it was finally decided that a temporary home, "to provide for sick, wounded and destitute soldiers, and to furnish all with refreshments and temporary lodging gratuitously," should be established—its inauguration, management and support to be committed to the hands of the "loyal women of Chicago"—the organization to be unconnected with either of the others named. A committee, of which Hon. T. B. Bryan was chairman, was appointed to perfect a plan of organization, on the acceptance of which the following officers were chosen: President, Thomas B. Bryan; Vice-Presidents, Mrs. Ambrose Foster, Mrs. E. S. Wadsworth (Mrs. Wadsworth resigned July 10, and Mrs. O. E. Hosmer was elected in her place); Secretary, Mrs. George Gibbs (Mrs. Gibbs resigned, and Mrs. Henry Sayrs was elected secretary); Assistant Secretary, Mrs. Joseph Medill; Treasurer, Mrs. Henry Wadsworth; Executive Committee, Mrs. A. H. Hoge, Mrs. D. P. Liver-

more, Mrs. J. H. Woodworth, Mrs. E. Higgins, Mrs. F. W. Robinson, Mrs. A. Foster, Mrs. Hesing, Mrs. E. H. Cushing, Mrs. I. Greensfelder, Mrs. Rorke, Mrs. Jerome Beecher, Mrs. H. W. Hinsdale, Mrs. W. H. Clark and Mrs. Boyd. Mrs. Smith Tinkham and Mrs.

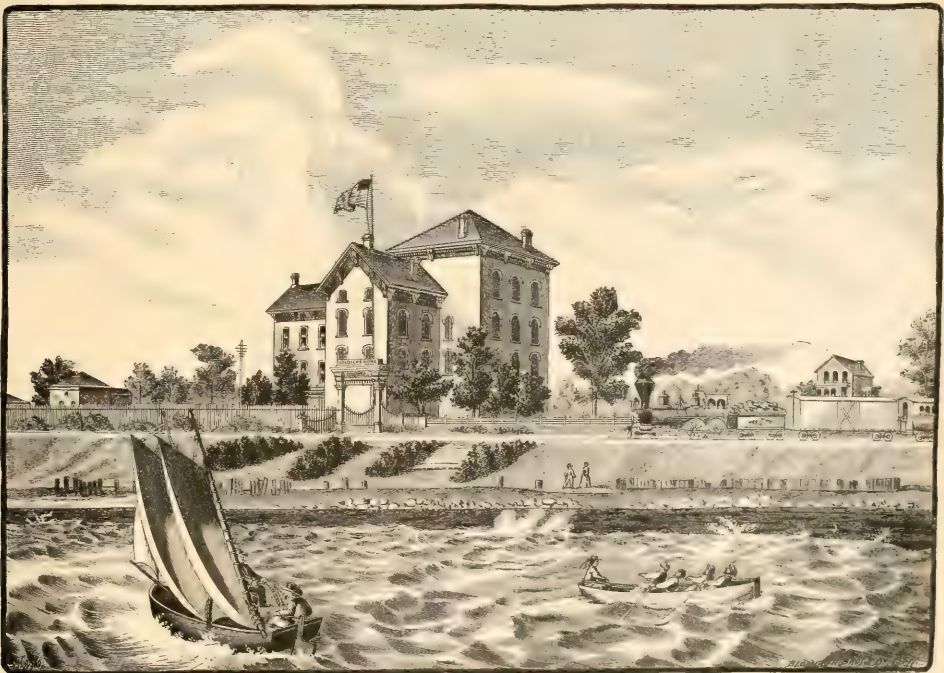
often get now-a-days," just then a dispatch was received and read announcing Meade's success at Gettysburg. All felt that it was indeed an auspicious housewarming. From the very first, the Home proved its right to existence, by the immense amount of good it accomplished. The little building was always crowded, and the labor required of the faithful women, who not only superintended its affairs, but put their own hands to the work of providing meals for the well and caring for the wants of the sick, can never be rightly estimated or told. They worked untiringly and ungrudgingly to supply the wants of any and all soldiers who needed rest, food, or shelter; and as the number of these constantly and rapidly increased, demanding more time, more strength, more constant effort, the demand was met with increased consecration, fidelity and self-sacrifice.

Bowen were subsequently appointed members of the committee in place of Mesdames Hinsdale and Clark, resigned. The Board of Directors was composed of one lady from each of the churches of the city. Citizens contributed liberally to the enterprise, making, not only immediate donations, but pledging themselves for the future. The ladies also held a strawberry festival during June, which netted them \$950, and, by July, they had raised \$5,000. In the meantime they had secured a suitable location—the old Mansion House, No. 45 Randolph Street—at an annual rent of \$800, which they completely renovated, making it clean, pleasant and wholesome. On July 4, it was formally opened with a grand dinner served to the soldiers of Camp Douglas and of the various city hospitals. Omnibuses were dispatched to bring in the sick and wounded; those that were able came on foot and in the horse-cars; and as they all filed into the dining-room and seated themselves at the bountifully-spread table, laden with real "home victuals, such as they did not

Gradually, women from abroad joined the women of Chicago, as co-workers. In September, an Honorary Board of Directors, including all these, some of whom were residents of Wisconsin, some of Michigan, was formed, and during the same month Mrs. J. K. Botsford was elected a member of the Chicago Board.

In the latter part of 1863, wounded soldiers from the battle-fields of Chickamauga and Mission Ridge, paroled prisoners, and recruits on their way to help fill the thinned ranks of the army, filled the Home to overflowing, and even by entertaining regiments, as they arrived, in the basement of Bryan Hall, it was seen that the old building could no longer answer the purpose for which it was hired. On November 20, the ladies held a meeting and resolved to establish a

Mary A. Livermore



CHICAGO SOLDIERS' HOME.

"Permanent Soldiers' Home" for the use of disabled soldiers. A building to serve as a rest for regiments or single soldiers passing through the city, and requiring temporary accommodations, was erected by the post quartermaster on the lake shore, near Dearborn Park, the Rest to be under the management of the ladies of the Soldiers' Home, and being really a part of the establishment, forming an extra dining-room, kitchen and sleeping apartments.

Up to this time the Home had been supported by voluntary contributions, and it had required careful financiering to keep the resources of the establishment equal to the constant and increasing demand. At the Sanitary Fair held in October, 1863, Mr. Bryan, the president and liberal benefactor of the Home, had purchased the original draft of Abraham Lincoln's Emancipation Proclamation, for the sum of \$3,000, which amount was appropriated to the Home by the Executive Committee of the Fair. This precious document was donated by Mr. Bryan to the Home, to be held in trust, and used for the benefit of disabled soldiers. From it the Home realized, directly and indirectly, inclusive of the proceeds of the original sale, over \$10,000, which amount was invested in the purchase of grounds and buildings for a Permanent Soldiers' Home. The purchase was made in March, 1864, and included several buildings and two lots, known as the "Baldwin property," at Fair View. This property was soon after sold, and the Langley estate at Cottage Grove, on the lake shore, near the projected Douglas monument, was secured. Upon this, a plain brick structure, designed as the wing of a more imposing edifice was erected at a cost of about \$15,000, and was opened as a Permanent Home on May 13, 1864.

In the meantime, the "Soldiers' Rest" was completed and opened on January 22, 1864. The building was two hundred feet long by fifty wide, divided into four large rooms—one dining-room, and three sleeping apartments fitted up with rows of bunks. At the north end of the Rest was a large kitchen, furnished with cooking apparatus. The dining-room contained twenty tables, each capable of seating twenty men, and here many regiments were fed, until the end of the war.

At a meeting held December 4, Mr. Bryan was elected president of the Permanent Home, and J. H. Wadsworth treasurer. Otherwise, the business and management of both Home and Rest were entrusted entirely to the Board of Managers, consisting exclusively of ladies. A monthly committee from the Board was appointed for the Home, under whose general direction the superintendent and matron controlled its internal affairs, and the Rest was personally superintended by a committee from the Board, appointed from week to week. To add to the fund for the erection of the new Home, dollar subscriptions were solicited, the work being commenced immediately after the meeting of December 4, 1863, when the enterprise was undertaken. A committee for districting the city was appointed, with headquarters in the South Division at the house of Mrs. J. C. Shepley; North Division, Mrs. E. Wadsworth; West Division, Mrs. E. B. Tuttle. The work being laid out, ladies were assigned to limited districts, and armed with their little subscription books, countersigned by President Bryan, and stamped with the seal of the Soldiers' Home; also armed with determination, zeal and energy—they set out on their task. Among the most active and persevering of these ladies were Mesdames Henry Sayrs, C. G. Fargo, J. C. Shepley, Myra Bradwell, H. C. Bristol, C. P. Dickinson, Thomas McCalla, D. A. Jones, J. M. Van Osdel, Ambrose Foster, J. M.

Tuttle, J. M. Loomis, J. Long, C. W. Andrews, L. Dagenhardt, M. A. Burnham, Reuben Ludlam, and Miss Ada Bradwell. Soon after the organization of the Permanent Home, Mrs. Henry Sayrs, Mrs. J. M. Loomis, Mrs. Myra Bradwell, Mrs. J. W. Steele, Mrs. N. H. Parker, Miss Ada Bradwell, and Miss Julia Hamill were elected members of the Board of Directors—to all of whom, and in an especial manner to Mrs. Sayrs and Mrs. Bradwell, the Home was indebted for the successful prosecution and accomplishment of its work.

At the first annual meeting, June 17, 1864, sixty-two Chicago ladies were engaged in the work of the Home and Rest, and about twenty from abroad were honorary members of the Board. During the year there had been 46,384 arrivals, 96,909 meals and 16,481 lodgings provided, and 2,557 patients medically treated—the money value of the outlay being estimated at \$47,162.

Besides entertaining regiments at all hours of day or night, whenever they happened to arrive, and caring for the sick and disabled at the Home, the ladies had also attended to the wants of sick soldiers at private dwellings, and sent convalescent, as well as deceased, soldiers to their respective homes and friends. The officers elected in June, 1864, were:

President, Hon. T. B. Bryan; First Vice-President, Mrs. O. E. Hosmer; Second Vice-President, Mrs. C. P. Dickinson; Secretary, Mrs. Henry Sayrs (Mrs. J. O. Brayman elected secretary in place of Mrs. Sayrs, resigned); Treasurer, Carl F. W. Junge; Assistant Treasurer, Mrs. E. H. Cushing; Auditing Committee, Miss Elizabeth Blakie, Mrs. J. M. Loomis, Mrs. Shackford.

Early in 1864, it was determined to hold a fair in connection with the Sanitary Commission—the time first appointed being from February 22, to March 4. In consequence of the magnitude of the preparations, the time of opening was postponed to the 31st of May, at which date the fair commenced, and continued three weeks.* To the untiring labors of the managers of the Soldiers' Home, the success of the undertaking was largely due, and its outcome was an addition to their treasury of \$83,500. Of this amount, \$10,000 was appropriated to pay the debts due at the close of the fiscal year ending June, 1865; some \$5,000 reserved for current expenses; and the remainder invested in Government securities, as a fund for the erection of the main portion of the Soldiers' Home building.

At the annual meeting, held during the progress of the fair, and when the labors of the ladies at the Rest were drawing toward a close, Mr. Bryan paid the following richly merited tribute to the faithfulness of their work in the past:

"Never in any city or in any clime have more earnest, unintermitting or untiring labors in behalf of the soldiers been performed than those which it has been the pleasure and the pride of the ladies of this institution to render. Ladies, many of them in affluent circumstances, have persistently, for two years, worked with their own hands in the hospital, the dining-room, and even in the kitchen of the Soldiers' Home and Rest, performing an amount of actual drudgery at which their own hired domestics at home would have rebelled. Nor have these arduous labors been confined to the daytime, to fair weather, or to occasions of public or conspicuous display. On the contrary, they have embraced all kinds—the intensest heat of summer and the most inclement winter weather; and I can, of my own knowledge, bear testimony to the fact of entire nights being spent by them in entertaining regiments—all the rest of the city asleep, while these self-sacrificing and devoted women were industriously employed in feeding the soldiers and cheering them on their march to, and return from, the war."

The following officers were elected at this meeting—the last "war officers" of the Home:

President, Thomas B. Bryan; First Vice-President, Mrs. E. F. Dickinson; Second Vice-President, Mrs. Henry Sayrs; Secretary, Mrs. J. O. Brayman; Treasurer, Carl F. W. Junge; Assistant Treasurer, Miss E. Blakie; Auditing Committee, Mrs. J. C.

*See Sanitary Fair.

Shepley, Mrs. Dr. Ingals, Mrs. C. W. Andrews. Mrs. Myra Bradwell was elected assistant treasurer on June 23, in place of Miss Elizabeth Blakie, resigned.

The arrivals at the Rest during the past year were reported as 60,100; meals prepared, 167,253. At the Home, five hundred and seventy-seven sick and disabled soldiers had been cared for. The receipts had been \$33,081; expenditures, \$35,850.

During 1865 and the early months of 1866, the main building of the Soldiers' Home was erected, at a cost of about \$30,000. It was of the same height as the wing previously erected—four stories—with a frontage of sixty-five feet on Douglas Place, the location being where is now the junction of Thirty-fifth Street and Lake Avenue. Its depth was sixty-five feet, and the building, when completed, could accommodate about one hundred and twenty-five soldiers. At the opening of the new building, May 10, 1866, there were ninety-nine inmates; of whom fifteen were blind veterans; twenty, disabled soldiers, who were studying at the Commercial College, to fit themselves for positions wherein they could earn a living; and the rest crippled or otherwise disabled.

Among the directresses of the Soldiers' Home were:

Mesdames C. W. Andrews, E. Higgins, R. S. Ball, Dr. Ingals, E. S. Brackett, A. E. Kent, H. L. Bristol, J. M. Loomis, W. D. Blain, J. Long, Thomas Church, J. H. Moore, L. Dagenhardt, W. L. Myrick, Ambrose Foster, J. Medill, N. H. Parker, J. S. Fuller, J. L. Patterson, C. Follansbee, J. D. Quinlan, J. M. Harvey, O. D. Ranney, J. G. Hamilton, F. W. Robinson, Dr. Hamill, C. W. Sanford, Ambrose Burnam, S. Shackford, O. E. Hosmer, C. H. Stoughton, Isaac R. Hitt, George Schneider, J. C. Shipley, A. Snyder, S. Tinkham, W. Wheeler, T. Button, J. H. Woodworth, C. B. Sawyer, S. C. Sayrs, Myra Bradwell, E. W. Brayman, G. F. Dickinson, S. S. Williamson, M. Whittier and the Misses M. L. Sayrs and Elizabeth Blakie.

Advisory Committee, 1865-66, J. H. Dunham, B. F. Jacobs, J. Y. Scammon, J. B. Bradwell, Van H. Higgins.

The Soldiers' Home was incorporated as a charitable institution, by act of the General Assembly of the State of Illinois, approved February 28, 1867, the sum of \$24,000 being appropriated for its benefit by the same act, Judge and Mrs. Bradwell having been appointed a special committee to go to Springfield to obtain an appropriation.

In June, 1867, at the first annual meeting held after the passage of this act, the following were elected officers of the corporation:

President, Hon. J. B. Bradwell; First Vice-President, Mrs. O. D. Ranney; Second Vice-President, Mrs. C. W. Andrews; Secretary, Mrs. E. W. Brayman; Treasurer, C. R. Field, Assistant Treasurer, Mrs. Myra Bradwell; Auditing Committee, Mrs. J. M. Harvey and Mrs. C. M. Clark; Committee on Appeals, Mrs. C. B. Sawyer, Mrs. H. L. Bristol, Mrs. J. M. Loomis, Mrs. J. C. Shipley, Mrs. Henry Sayrs; Superintendent, Dr. F. L. Flanders.

The appropriation was received by the corporation in 1869. The expenses of the Home for that year being \$10,875, and the number of inmates but forty-one, preparations were made for closing the institution, in accordance with recommendations of a joint resolution of the Senate and House of Representatives, passed March 10, 1869, transferring the inmates to the National Homes established by Congress. A part of the disabled soldiers at the Home were thus transferred during the year, but many being unqualified to enter there under the provisions of the act, the corporation was unable to close the Home at that time. To reduce expenses, it sold, on June 3, 1870, the building and grounds on Douglas Place, for \$50,000 in cash. The buildings are now (1885) owned and occupied by the Catholics as St. Joseph's Orphan Asylum.

With a portion of the fund thus obtained, a block of ground, located on the lake shore, in South Evanston,

was purchased, and upon it a brick structure was erected, which was opened as a Soldiers' Home February 22, 1871, the whole number of inmates then being twenty-six.

This Home was kept open, and thus used by the corporation, until the fall of 1877, when, owing to financial reverses, it was deemed proper to permanently close it, and the inmates, sixteen in number, were sent to the National Homes at Milwaukee, Wis., and Dayton, Ohio. The Home at Evanston was then rented to the Illinois Industrial School for Girls, and is still (1885) so rented—that institution having added a large wooden structure to the original brick building used by the soldiers, and holding the property with the pledge of receiving and caring for such children and orphans of soldiers as the corporation should desire to have admitted.

CAIRO SOLDIERS' HOME.—This valuable accessory to the relief work was established and maintained by Chicago people, Rev. E. Folsom, a missionary from the Second Presbyterian Church of this city, being the first agent there, in October, 1861. On March 23, 1882, Thomas and Mrs. Maddy were sent to Cairo as superintendent and matron, respectively, of the Home. In the winter of 1863-64, a new Home was erected, at a cost to the Government of \$10,000, the Chicago Commission furnishing it, at an expense of \$2,200. Mr. and Mrs. Maddy were in charge of the old Home until October, 1863, and were succeeded by Miss O. L. Ostram as matron, and by C. N. Shipman as superintendent. When the new Home was opened, Mrs. A. F. Grant became matron—a lady whose tender care, remarkable ability and unflinching faithfulness have made her renowned in war annals.

The Home was closed on October 1, 1865; the sum of \$22,271.54 having been spent thereon by the Chicago Branch, the name of which had been changed to the Northwestern Commission. Of this amount, however, \$14,196.41 was saved by the sale of the rations of the inmates of the Home. During the year 1864, there were admitted to the Home 98,075 men; and from the 1st of February, 1865, when the Rest was established, and, after which, only sick, wounded or discharged soldiers were entertained at the Home, there were 48,356 of these before it was closed.

MYRA BRADWELL, editor of The Chicago Legal News, was born February 12, 1831, in Manchester, Vt., the daughter of Eben and Abigail (Willey) Colby, both natives of New Hampshire. Mrs. Myra Bradwell taught her first school at Elk Grove, Cook County, in a country district near her father's home, and continued her teaching at Elgin and other places for a short time, when she married James B. Bradwell. Thereafter, her life would become incorporated with that of her husband's in the ordinary course of events, but she had an ambition to open a new field of practical employment for her sex, in contra-distinction to the women's rights demanded from the platform; she therefore chose and thoroughly prepared herself for her profession, before asking admission to its practice. She commenced the study of law in her husband's office, dividing her time between the office and her home and children, until she believed herself competent to pass an examination for a certificate to practice the legal profession. At this point she met obstacles it took time to remove. After complying with all the rules of the Supreme Court, she received from the Board of Examiners the required certificate of qualification for admission to the Bar, but the Supreme Court refused to grant her a license to practice, first on the sole ground that she was a married woman; and, after being driven from this position by an able argument presented by Mrs. Bradwell, they refused it on the ground that she was a woman. She carried her case, by writ of error, to the Supreme Court of the United States at Washington, where Hon. Matt. H. Carpenter made an able argument in favor of Mrs. Bradwell, but the highest court of the Nation affirmed the judgment of the Supreme Court of Illinois, Chief Justice Chase, the ablest jurist on the Bench, dissenting. She was the first woman in the United States to ask permission to practice law. Alta M. Hulett, an unmarried lady of

the City of Rockford was the next applicant for admission to the Bar; her request was denied on the ground of her sex. Mrs. Bradwell assisted in, and Miss Hulett secured, the passage of a law declaring that no person should be debarred from any occupation (except military) on account of sex. Gradually, the professions and fields of labor have opened and broadened to womanhood, in a great measure under the efforts of Mrs. Bradwell and her husband. This is not the only field in which she has become celebrated. In the establishment and success of *The Chicago Legal News*, she has now an enviable reputation among the journalists of this country and Europe. This weekly legal journal favorably compares with any legal journal in the world, and has received the highest praise from eminent lawyers and jurists. Its cases are selected and reported with care, its information is varied and its news is gathered from all quarters of the globe. Mrs. Bradwell was an indefatigable worker in the interests of our soldiers during the war, and of this part of her life's work she and her husband are justly proud. She has twice visited England—first in 1878, and again in 1883, with the Apollo Commandery. She has had four children; the oldest and youngest are deceased, while Thomas and Bessie have grown to manhood and womanhood. Thomas is married, and is devoting his time to the study of law. Bessie graduated from the Chicago High School, was the valedictorian of her class, and afterward took a four years' classical course and graduated from the Northwestern University. After a two years' course she graduated with the highest honors from the Union College of Law, being selected by a class of fifty-four to be their valedictorian. She is now a member of the Chicago Bar. Mrs. Myra Bradwell is one of those true "Women's-rights women" who live their creed instead of talking it, and the good she has done to woman in this manner is yet unknown. Earnest, tender, homelike, and full of that poetic inspiration which is so commonly but mistakenly considered the exclusive prerogative of youth, she is a woman who lives beautifully, will never grow old, and to whom death will be but "the grand final development of life."

RELIEF WORK IN CHICAGO.

THE FIRST NURSES.—On the evening of April 18, 1861, the people of Chicago held an immense meeting at Metropolitan Hall, to devise means whereby to meet the appalling crisis in National affairs. The State had been called upon for six regiments of volunteers, and companies of citizen soldiery were already filling up their ranks and drilling, in preparation for the field. They must be armed and equipped; and one object of the meeting was to make such arrangements as might be necessary for effecting that result.* Even as early as that evening, two ladies present at that meeting publicly tendered their services to the war committee as nurses, to be sent wherever their services might be needed. These two—Miss Jane A. Babcock and Miss Mary E. M. Foster—were the first women in Chicago who volunteered to accompany the troops as nurses; and one of them at least, Miss Babcock, was at work in the hospitals at Cairo, almost as soon as the first regiment reached there from Springfield, and, later, rendered efficient service in the hospitals at Memphis.

On April 21, the Chicago companies, under General Swift, left for Cairo. Dr. Sim, of Chicago, accompanied them as a member of General Swift's staff, and at Cairo, under his supervision, a small but well-arranged hospital was immediately constructed. This was, in a large measure, sustained through the efforts of the women of Chicago, and was the main reliance of the troops at Cairo during the following summer.

On April 20, Mrs. D. M. Brundage, whose four sons had already enlisted, offered her services to General Swift to accompany any volunteers as nurse; and, at a public meeting held at the Briggs House on April 22, Rev. Robert Collyer presiding, her application for such position, and also those of Mesdames J. S. Kellogg, Mary Evans, A. M. Beaubien, E. S. Johnson, E. B.

Graves and Miss Annette Sleightly were formally presented to the war committee.

In the meantime, the women of Chicago, with their sisters all over the land, organized for home work; church sewing-circles, ladies' benevolent societies, young folks' and children's clubs, all laid aside their special work and united in the labor of scraping old linen into lint and tearing old cotton into bandages. It is almost ludicrously pathetic to read in the city papers of the early summer of 1861, of the pathetic and enthusiastic efforts of the women to do something for the soldiers, and the equally patriotic endeavors of the men to encourage them to continue the work which both began to see was not the best, while yet they could not clearly see what the best was. Through the liberality of J. H. McVicker, they were furnished with a room in the South Division of the city, which they fitted up with thirty sewing-machines, and occupied as a general workroom for the manufacture of garments for the soldiers. The "Ladies' Sewing Hall" did a large work in providing for the regiments at Cairo and Bird's Point; and to the untiring labors of the women of Chicago the hospitals, both at these and other points, were indebted for many of their comforts during the summer of 1861.

But this work was necessarily in the beginning more or less spasmodic and of lessened value, because often unsuited to existing necessities. There was need of a medium between the worker and the soldier, to advise what was most needed, enforce regular methods of collection and transmission, and to put to the best use possible the supplies gathered. This the Commission undertook, and this it did throughout the war. It invested great labor, good judgment and continued patience. In the beginning, the supplies gathered in each locality were, as a rule, intended for the volunteers who had gone from it—if not for a particular person or persons, at least for the company or regiment made up from that neighborhood. It was not without oft repeated explanations of its necessity, that mothers and sisters with sons and brothers in the field could be taught to consent that their own handiwork should go into a common stock, to be distributed as the Commission thought best.

Miss Dorothea L. Dix was appointed by Secretary Cameron superintendent of female nurses and matron-general of army hospitals, and she appointed Mrs. A. H. Hoge and Mrs. D. P. Livermore her agents for the West. Early in June, 1861, Mrs. P. E. Yates, of Chicago, was appointed presiding matron of the military hospitals at Cairo; and she selected Misses Jane A. Babcock, L. B. Slaymaker, Mary E. Babcock, Adaline Miller and Teresa Zimmer, of Chicago; Mrs. S. M. Hamilton, of Monmouth; and Mrs. A. O. Millington, of Springfield, her corps of assistants. The selections were approved by Miss Dix—two of the ladies, Miss J. A. Babcock and Miss Slaymaker, being already employed at Cairo; and, on June 6, Mrs. Yates left Chicago for her post.

INCEPTION OF THE SANITARY COMMISSION.—At an early stage of the war, the Medical Bureau was organized, but it soon became inadequate to the demands made upon it. The Woman's Central Association of Relief, the germ of the Sanitary Commission, was organized in New York April 25, and, under the title of the United States Sanitary Commission, was ordered by the Secretary of War and approved by the President, on June 9, 1861. Rev. Henry W. Bellows was placed at its head, and Judge Mark Skinner and E. B. McCagg were members of the Commission and presidents of the

* Dr. Ezra B. McCagg, the publisher, is indebted for much valuable assistance in the compilation of this chapter.

Chicago Branch. In September, 1861, Dr. J. S. Newberry, was elected secretary of the Western Department of the Commission, having supervision of all its work in the valley of the Mississippi, and visited St. Louis and Chicago in the interest of the Commission. At his suggestion, leading citizens of the various Western States were elected associate members of the Commission—those from Chicago being Hon. Isaac N. Arnold, Colonel John W. Foster, Drs. R. N. Isham and H. A. Johnson, and E. W. Blatchford.

Before the arrival of Dr. Newberry at Chicago, Rev. Robert Collyer had visited, as an agent of the United States Sanitary Commission, the hospitals in Missouri, and found horrible suffering among the Illinois soldiers. His report aroused the citizens of Chicago to the necessity of more systematic, concentrated work, and the visit of Dr. Newberry found them ready for action.

ORGANIZATION OF CHICAGO SANITARY COMMISSION.—At a meeting held at the Tremont House, October 17, 1861, of which William H. Brown was chairman, and H. E. Seelye secretary, on motion of Hon. William H. Brown a committee of seven, to constitute the Sanitary Commission of Chicago, was chosen, its members being Hon. Mark Skinner, Dr. Ralph N. Isham, Rev. O. H. Tiffany, Rev. W. W. Patton, Colonel John W. Foster, E. W. Blatchford and James Ward.

Organization was perfected by the election of Hon. Mark Skinner president; Rev. O. H. Tiffany vice president; H. E. Seelye recording secretary and treasurer; E. W. Blatchford corresponding secretary. Mr. Blatchford was soon after appointed assistant treasurer, and performed all the duties of the office during the existence of the Commission. To his industry and wonderful executive ability is due, as much as to any other person, the wonderful success of the Commission.

Rooms for the reception and preparation of supplies were given for the use of the Commission, by I. H. Burch, at No. 41 Wabash Avenue; Mrs. Eliza C. Porter was made superintendent, and John Freeman, who served the Commission until the close of its work, was engaged as clerk; and, on November 4, 1861, the Depot of the Chicago Sanitary Commission opened its doors to the public.

The Chicago Commission received its first donations from the liberal-hearted men and women of the city. Over twelve hundred dollars were placed in its treasury by a few leading citizens; the women of the city hastened to pour in their contributions, followed, after a very brief time, by those from the surrounding country, while various Aid Societies applied for recognition as auxiliaries, and rapidly poured in supplies. The first work of the Commission was performed in the camps and hospitals at Chicago and Springfield. In order to work understandingly from the start, Drs. Isham and Patton were sent, within a week after the organization of the Commission, to inspect the camps and hospitals at Cairo, Bird's Point, Mound City and Paducah; and on their return, the Commission issued its first appeal to the public. The work of the Commission was thus defined:

First. To furnish information to all persons who wish to render aid to our troops, with reference (First), To the existing wants; (Second), The most destitute points; (Third), The most desirable and useful method of supply.

Second. To afford facilities for forwarding supplies, so that (First), They may reach their destination, and (Second) Be applied according to the design of the donors.

ACTIVE WORK OF THE COMMISSION.—Before the close of the year, Dr. Tiffany and Mr. Blatchford visited the hospitals at St. Louis, Jefferson City, Tipton, Syracuse, Otterville, Smithton, Sedalia, Rolla and Ironton,

still filled with sick and wounded from the late campaign in Missouri. The Sisters of Mercy, aided by the Union Defense Committee, had sent twenty nurses to Jefferson City, immediately after the battle of Lexington, to care for the wounded, many of whom belonged to the Chicago Irish Brigade. In many of the Missouri camps and hospitals the troops were suffering fearfully. The tents and huts which they occupied for winter quarters were cold, damp and unhealthful. Deserted houses and empty stores, unwarmed, unclean, ventilated only by draughts of cold air from open doors, were used for hospitals. Small-pox, measles and pneumonia were doing their fatal work among the inexperienced young soldiers of the West. Every effort was made to relieve their distress. The Chicago Branch sent immediately, to Tipton, thirty-three boxes of supplies, and, during the three months following its organization, distributed two hundred and seven boxes of sanitary stores along the route of the disastrous marches of the late campaign. Mrs. O. E. Hosmer, one of the most efficient sanitary workers in Chicago, also visited the hospitals in Missouri during this period, and by her energetic efforts secured, to the more remote points, large hospital stores from the Western Department at St. Louis. The large military hospital at Mound City, at that period under the supervision of a corps of the Sisters of Mercy, with Mother Angela at their head, was thoroughly renovated, and many sanitary reforms were inaugurated. Kansas, too, received supplies, and the hospitals at Cairo constantly received contributions from the Commission from the time of its organization. Before the close of 1861, many Aid Societies, tributary to the Chicago Branch, had been organized, and contributions were flowing in from Michigan, Wisconsin, Iowa and Minnesota, as well as from Illinois. The working staff of the Commission, consisting, at first, of six inspectors, had been increased to fifteen. The financial statement shows that during the two months it received over \$28,000 in cash, of which about \$18,000 had been expended in hospital supplies, traveling expenses, salaries of nurses, inspectors, etc., etc. The last week of December, 1861, showed contributions from fifty-four different aid societies in the Northwest.

FIRST FESTIVAL.—During the month of December, the first festival for the benefit of soldiers, was held in Chicago, commencing on December 16, and continuing several days. Although this enterprise of the Chicago women was so overshadowed by their later work in the same direction that it is scarcely remembered, it was the beginning of a series of self-sacrificing efforts on their part to benefit the soldiers, and as such deserves especial record. The managers of this festival were Mesdames A. H. Hoge, O. E. Hosmer and D. P. Livermore—ladies, whose labors in behalf of the soldiers never relaxed, until they ceased with the necessity which called them into activity. The sum raised at this early festival was \$675.17—small in comparison with the proceeds of later and larger undertakings, but a prophecy of what was to be. The money was placed by the managers at the disposal of the Chicago Commission, for the benefit, especially, of the Western hospitals, the following modest note accompanying the donation:

"TO THE CHICAGO SANITARY COMMISSIONERS:

"Accept this as our Christmas gift. We regret that it is not larger. We shall condense into a permanent organization for active hospital service, and hope to aid you, in a small way, through the war."

EARLY DIFFICULTIES.—Soon after this, the Chicago Protestant Female Nurse Association was formed, which

acted for and with the Commission in procuring the services of suitable nurses for the hospitals of the West. Mrs. Sarah E. Henshaw* says of its early difficulties and encouragements:

"Early in its history a difficulty made itself apparent, and one which required much skill to meet. Almost every box arriving at the Chicago depot of the Commission was designed for some specific military organization.

"The Commission seemed to be mistaken for a general army forwarding house, and was supposed to be able to reach any specified company or regiment, under almost any combination of circumstances. It was natural, on the one hand, that, in contributing to the wants of soldiers, thought and effort should be first directed to the volunteers belonging to the contributing locality. Much delicacy and tenderness were required to temper the inevitable disappointment arising from the discovery that stores could not, in many cases, be so forwarded.

"On the other hand, the Commission, keeping itself, through its agents, acquainted with the wants of camps and hospitals and with the movements of troops, was often aware that the specified regiment had been ordered away from the point to which the box had been, by its donors, directed; or that there was abundance in such locality, and destitution elsewhere. To this was added the larger view of its work taken by the Commission, a view that could not embrace the possibility of assisting the volunteers of one section more than those of another; of sending its agents into a hospital to select specified soldiers for its ministrations, where all were alike suffering for their country; or seeming, in short, to sink patriotism into a mere partiality for a particular State. This matter, therefore, required much and oft-repeated explanation, and forms the burden of the Commission's correspondence during this period. * * * As an auxiliary of the United States Sanitary Commission, the Chicago Branch possessed all the advantages of governmental countenance and support conferred on the Central organization. The agents of the United States Sanitary Commission were the medium through which the Chicago Branch conducted its operations within the army lines, but its own special agents were recognized in the army as possessing official authority, and as much governmental transportation was allowed its accredited messengers and its stores, as could be spared from the pressing necessities of the Government itself.

"But aside from this, upon the request of the Commission, the railroads of the West met its wants in a spirit of unsurpassed generosity. All those centering in Chicago agreed to transport its stores free of charge, and continued to do so as long as the war lasted. The importance and value of this precedent, in enabling the Commission to secure from other western railroads similar advantages, can not be over-estimated. The records of the Commission show a gift of one hundred dollars, presented it in its infancy by the president of the Rock Island Railroad, Mr. Henry Farnum. The president of the Illinois Central Railroad, Mr. William H. Osborne, was, from first to last, its earnest, indefatigable friend, giving to its labors, not only his influence and countenance, as president of his important railway, but adding also to these his personal suggestions, sympathy and assistance. It would be difficult, indeed, to overrate the generosity ever exhibited toward the soldier, and toward the Commission as his representative, by the officers of the Illinois Central Railroad. The zeal and good will of all the railroad companies, indeed, were so abounding that, in a little more than a month after its establishment, the Commission found it necessary to address to them a circular, urging them to grant no requests preferred in the name of the Commission, unless indorsed or counter-signed by some one of its members.

"The eastern telegraph companies, from an early day, rivaled in generosity the railroad authorities. Somewhat later in the history of the war, the western lines also remitted all charges on the communications of the Commission.

"The express companies carried its packages for half their usual prices.

"The press of the city was also generous beyond precedent. The principal editor of the Chicago Tribune, Dr. Charles H. Ray, in a double-leaded leader, made a strong and stirring appeal for the support of the Commission, avouching the character and responsibility of its members, and characterizing, in the most emphatic terms, the necessity and sacredness of its object. The Journal and *even* gave forth similar utterances.

"The far-reaching power of the press never had more striking illustrations than in the immediate effect of these articles. No sooner were they read and digested than donations began to flow, auxiliaries to organize, and the way of the Commission to be made plain."

FIELD WORK.—With the spring of 1862 came the necessity for redoubled exertion. On February 14-15, 1862,

* History of the Northwestern Sanitary Commission.

was fought the battle of Fort Donelson, which filled the hospitals at Paducah, Mound City and Cairo with wounded soldiers. Prior thereto, at the suggestion of Dr. G. Agnew, resident camp-inspector for the United States Sanitary Commission at Cairo, General Grant had ordered the large military steamer "City of Memphis," to be fitted up as a floating hospital transport. On the receipt of the telegram announcing the opening of the battle at Fort Donelson, this steamer was fitted up by the Chicago Branch at Cairo, the Commission here having forwarded surgeons and nurses. Seventeen surgeons left this city on the first train for the field, accompanied by a citizens' committee, with three thousand dollars' worth of supplies for the wounded. With Dr. Agnew, of Cairo, and large delegations from all parts of the State, they proceeded, on the "City of Memphis," to the battlefield, arriving two days in advance of any other boat. The floating hospital was under the charge of Surgeon W. D. Turner, U. S. A., assisted by his wife and Miss Hadley, of Chicago. The delegation, with the wife of Dr. George Coatsworth, who accompanied the expedition from Cairo, were the first that arrived on the field, and worked faithfully in the distribution of stores, in consoling and comforting those beyond the reach of mortal aid, and in caring for those removed to the boat. Through the day and long into the night, the work of removing the wounded and dying went on, and at early morning the steamer departed for Paducah.

Early in the spring of 1862, Mrs. Elizabeth Porter resigned her position, as superintendent of the rooms of the Chicago Branch, for service in the hospitals and at the front. Joining her husband at Cairo, to which point she took a corps of nurses from Chicago, she immediately threw herself, heart and soul, into the work of ministering to the sick and wounded, and became known throughout the country as one of the most tender, devoted and faithful workers in the sanitary cause. Soon after the departure of Mrs. Porter,* Mesdames Hoge and Livermore, at the request of the Chicago Commission, visited the hospitals at Cairo and Mound City, still filled with the wounded of Fort Donelson, and into which, according to rumor, various sanitary abuses had crept. They became satisfied that the comforts provided for the soldiers through the munificence of the loyal people of the land, were faithfully and conscientiously applied, according to the needs of the soldiers; and the clear discrimination evinced in their report proved their eminent fitness for the responsible positions they afterward occupied. Before their return, the battle of Pittsburg Landing filled anew the hospitals of the West with wounded and dying and its homes with mourners.

DEPOT AT PADUCAH.—In the latter part of March, Dr. Tiffany had been on a special mission to Paducah, Ky., to make arrangements, if possible, for establishing a new depot nearer the scene of the battle now daily anticipated at Pittsburg Landing. He was accompanied from Cairo to Paducah by Mr. Folsom and Rev. Mr. Bugbee, of Chicago. A supply of stores sent by the Chicago Commission was taken by Mr. Folsom to Savannah, and left there in charge of Mrs. Mary Bickerdyke, already established at that place, in charge of the hospitals connected with the 21st Indiana Infantry. Mrs. Bickerdyke, who, from that time, was connected with the Chicago Branch as one of its "Agents in the Field," had taken possession of a small house, which she had fitted up with some simple cooking apparatus, and in it she cared for seventy wounded men and eight officers of the 21st Indiana, after the

*See biography of Mrs. Jeremiah Porter, in vol. I.

battle of Shiloh, besides cooking for and distributing stores to the wounded of other regiments. Mr. Folsom left his supplies with her, one week before the battle. On April 6-7, the days of the engagement, no other sanitary stores had arrived, and the value of these, distributed by the faithful hands of Mrs. Bickerdyke, can scarcely be estimated. Anticipating this battle, as before stated, the Chicago Branch had, to be ready for the emergency, accumulated nearly a thousand packages of sanitary stores at Cairo, and, when tidings of it reached that city, they were at once placed on board the steamer "Patton," and taken to the Landing in charge of William Goodsmith, an agent of the Commission, who was accompanied by a corps of nurses. On the evening of the 9th of April, a large number of surgeons and nurses from Chicago started for the battle-field. Drs. Patton and Isham, of the Commission, accompanied them, carrying large and valuable stores donated by the city, the Board of Trade and private individuals. Arriving at Cairo, the party was transferred to the hospital steamer "Louisiana," and reached the Landing two hours before the "Patton," which left Cairo nearly twelve hours in advance. The two steamers arrived on the afternoon of the 11th, four days after the close of the battle, and yet these sanitary stores from Chicago were the first that reached the field—the first voluntary assistance received by the wounded, aside from that furnished through Mrs. Bickerdyke. It was impossible to land the goods, as the vast encampment was almost floating in an ocean of mud and mire. It was cold, and the rain was pouring down upon wounded soldiers, still lying on the field or moving wearily to the boats on which they were to be transferred to hospitals. The stores from the "Patton" were transferred temporarily, by permission of General Grant, to the "Tigress," his own floating headquarters, but as soon as tents could be procured, the supplies brought by both steamers were placed in them for distribution, every surgeon in Grant's army being notified of their arrival.

Dr. Isham wrote to the Chicago Commission on the 12th:

"When you know there are no stores here but ours, so far as we can learn, and that we are the first upon the ground, and the only volunteers here, you will see how much work there is for us. There is not a bandage, rag or sponge, or any chloroform (except as Dr. Grinstead tells me he has three pounds) to be had now. We have given out all our rags and bandages, and God knows what we shall do without those articles to dress wounds. I worked until one o'clock last night, after we distributed our stores, assisting in dressing wounds. Disabled men are still being brought aboard the boats, and many are yet in tents, upon the wet straw, for you must know that it rains, and has rained steadily since Sunday."

Besides the distribution of stores on the field, four steamers, filled with wounded for northern hospitals, were supplied from the stores sent by the Chicago Commission, and surgeons and nurses detailed to accompany them.

CONTRIBUTIONS TO THE WORK.—After Shiloh, as after every battle, the depot and treasury of the Commission was drained of everything; but, as before, contributions flowed in so rapidly that the want was supplied before it was felt. The Common Council of Chicago voted \$10,000 to its treasury; the Board of Trade contributed largely; private donations were abundant and liberal; and the Aid Societies, stimulated to renewed exertions, poured in their bountiful supplies. For three months, one distributing agent was employed at Pittsburg Landing or Savannah, and another to move with the army in its approach to

Corinth, and co-operate with the agents of the United States Sanitary Commission. Five steamers employed in moving the wounded of Shiloh to the North, were furnished with surgeons, nurses, and a portion of their supplies by the Chicago Branch, and two steamers were fitted out for the purpose of bringing home wounded Illinois soldiers. The money for the purchase of medical stores for these steamers—two thousand dollars—was contributed by the Chicago Board of Trade, as well as hospital clothing and supplies. A complete outfit for a steamer sent by the Wisconsin authorities for removing Wisconsin soldiers, was furnished by the Chicago Commission.

LABORS OF THE NURSES.—Mrs. Porter, after helping to distribute the stores at Cairo, hastened to Mound City to assist in the reception of a boat-load of wounded. Those who survived transportation having been placed in the hospital, she returned to Cairo and conducted six nurses thence to the Central Hospital at Paducah, to which point they had been sent from Chicago by the Commission. She then proceeded to Pittsburg Landing, where she procured from the Medical Director an order for several female nurses for the hospitals at Savannah. Returning to Chicago, she secured them through the Sanitary Commission, and accompanying them to Tennessee, placed them under the charge of Mrs. Mary Bickerdyke, with whom she was intimately associated in hospital labor from that time.

At the head of the nurses sent to Paducah, and occupying the position of matron, was Mrs. Egerton, for several years the efficient nurse at the Chicago Home for the Friendless. Among them was Elmira Fifield, a young and devoted girl, who had received a thorough medical education in an Eastern institution, and whose remarkable skill, ability and faithfulness as an attendant soon caused the surgeon in charge of the hospital to assign her to a ward of severely wounded patients. She toiled a year without respite, when her robust health succumbed to the united influence of the malarious atmosphere, over-exertion and want of rest; and all that was mortal of the brave girl was brought back to Chicago in a burial casket.

Such, too, was the fate of the Robb sisters. Three were successively examined and approved by the Nurse Association connected with the Sanitary Commission, and left Chicago for their field of labor in the Southern hospitals—all strong, healthy, and fully consecrated to the work. Their widowed mother, a brave, pious little Scotchwoman, might have been seen, day after day and month after month following their departure, trudging through the streets of Chicago with her basket of delicacies for the sick soldiers at Camp Douglas and various city hospitals, her constant answer to the inquiry why she did not leave her lonely home and go to reside with her friends, being, "Na, na; as long as there is a sick soldier here, I will stay and do what I can for him." Before a year had passed, two of her daughters were driven home to Chicago, only the shadow of their former selves—worn, pallid and feeble. The third remained with the regiment to which she was attached, until it was too late to return; she died at her post, and was buried at Milliken's Bend, in sight of the camp where her holy labors were performed.

LAXITY OF EFFORT.—During the summer of 1862, when sickness was fast decimating the ranks of our Western army, and the necessity for systematic, patient effort was more than ever necessary to fill the depots of the Commission, there was, instead, an appalling falling off of supplies. Aid Societies, once enthusiastic and zealous, became cold and indifferent, and a general

feeling of discouragement prevailed. Says Mrs. Henshaw, in explanation of this deplorable state of affairs,—

"The distance of the receding conflict, the reaction from the excitement of the spring battles, the season, and the general discouragement, operated to diminish consignments. Systematic assaults began, also, to be made upon the Commission by opponents of the administration, who, now unreserved in their condemnation of everything helping to sustain the army, pronounced its labors unnecessary, and its management inefficient. More painful than all, the soldiers themselves, who were fast returning home on sick leave and short furloughs, made, in many instances, loud complaint, which was reiterated by their friends, that little benefit accrued to the soldier from the work of the Sanitary Commission, but that sanitary supplies were, in most cases, appropriated by hospital stewards, nurses and surgeons. Some of the Aid Societies labored on nobly and intelligently through all these discouragements; but many became irresolute and disheartened, and a few ceased working altogether. A burden of explanation, remonstrance, reasoning, exhortation and entreaty fell upon the Commission, that in the absence of all personal motives to inspire patience, seems most difficult of endurance. * * * The accusations of returned soldiers, who could not be suspected of desiring to injure an organization devoted to their welfare, deserved and obtained serious attention. While it was not maintained that supplies were *never* misappropriated, it was found that ignorance of sanitary methods was the basis of much misapprehension. Very few soldiers knew the difference between governmental and sanitary stores, nor what was peculiar to either. Such peculiarities could not easily be distinguished, because articles at one time furnished exclusively by the Commission, were, at another, adopted and issued by the Government, causing continual change. Sutlers sold many delicacies included in the stores of the Commission; and soldiers, distrustful of their officers, did not always stop to discover whether given articles were purchased from the former or purloined from the latter."

"The Commission had, at this time, agents in the field of proved reliability, who formed a chain of communication from Chicago to the front. Dr. H. A. Warriner, an inspector of the United States Sanitary Commission, a gentleman of cultivation, position and responsibility, took chief supervision of its stores. Establishing his headquarters at Columbus, he watched over the condition and management of hospitals from there to the seat of war, giving himself no rest from journeyings, perils and fatigues. Mr. William Goodsmith, whose judgment and fidelity were so remarkable as to create a desire for his continued services wherever their value had been experienced, was stationed at Corinth; Mr. T. P. Robb, afterward, for his intelligence and energy, appointed by Governor Yates State Sanitary Agent of Illinois, represented the Chicago Commission at Jackson. Enthusiastic testimonials were forwarded from different points respecting the fidelity in distributing the stores of the Commission evinced by Mrs. Eliza C. Porter, already mentioned, who had been performing arduous labors at the front since the battle of Pittsburg Landing, and to Mrs. Mary A. Bickerdyke, whose devotion to the soldiers has made her name among them a synonym for motherly kindness. But under the unusual pressure of doubt and misapprehension, it was thought best to employ an agent extraordinary, whose especial mission it should be to visit the hospitals and camps in the southwest, and, while inspecting their general condition, make observations with particular reference to the question of misappropriation. Mr. C. T. Chase was the gentleman entrusted with this errand. He performed it intelligently and thoroughly, visiting the hospitals at Corinth, La-Grange, Bolivar, Jackson, Columbus and intermediate places. *

* * * Mr. Chase found the agents of the Commission untiring in their fidelity. They formed a chain from Chicago to the front. From Chicago, the goods passed to Mr. Folsom, at Cairo. Mr. Folsom sent them to Dr. Warriner, at Columbus, Ky., and this gentleman superintended their further progress. Mr. Goodsmith gave earnest care to those designed for the hospitals at Corinth. Mr. Robb sought to obtain positive proof of fidelity in their distribution at Jackson, by establishing over the hospitals there a system of private police. Mrs. Porter took great pains to make the soldiers understand the source from which came the goods that she dispensed, and numerous testimonials were the result, expressive of gratitude to the Commission."

Although the Chicago Commission labored under discouragements through the summer and fall of 1862, it still accomplished much. Goods were sent regularly to its agents; the battle-field of Perryville was visited by a delegation of its members carrying sanitary supplies, where, as at Pittsburg Landing, the condition of the wounded was exceedingly distressing, the only supplies outside of the ordinary army ration, for days

and days, being those furnished by the Commission; the Home at Cairo was also supported, and relief was extended to colored refugees.

THE WOMAN'S COUNCIL.—In November, 1862, Mrs. Hoge and Mrs. Livermore, who had been actively interested and identified with the work of the Commission from the first, attended, as representatives of the Chicago Branch, the first "Woman's Council" of the United States Sanitary Commission. This Council, which was held in Washington, was composed of representative women from the various branches and aid societies of the Central Commission, and its chief objects were to devise means whereby supplies might be obtained regularly, and bestowed on United States troops, irrespective of special regiments or particular States. The Chicago Commission entrusted the organization and superintendence of this work to their representatives at the Woman's Council, who, on their return from Washington, became permanently connected with the Commission as associate managers, entering upon the work assigned them December 8, 1862. On the 16th of the same month, Messrs. George C. Cook, Amos J. Throop, Cyrus Bentley and Ezra B. McCagg were elected members of the Commission.

THE COMMISSION AGAIN FLOURISHES.—With the opening of 1863, the discouragements under which the Chicago Branch had hitherto labored, vanished. Various reasons contributed to this result. The people of the Northwest had learned, through many bitter experiences, that if the Commission had not always the power to take their contributions surely and swiftly to the identical point designated by the donors, and keep careful watch over them after they reached their destination, lest some dishonest officer or greedy nurse should appropriate choice dainties; neither could their own agents and committees provide against every possible mistake and misappropriation, even if they were fortunate enough to penetrate the army lines, which was very uncertain. If the facilities of the Commission were not entirely adequate, their own were almost worthless, and from this time were seldom tried. The churches too, all over the Northwest, joined in the work with a new spirit and fervor; pastors urged the claims of the Commission, and their congregations responded heartily. Active warfare was renewed. The wounded of Chickasaw Bluffs, Arkansas Post, and Murfreesboro' needed help. The members of the Commission, gave their whole time, strength and energy to the work of stimulating supplies. By letters, by visits, by eloquent appeals, by the magnetism of their presence, by the influence of their example, they aroused the indifferent, quickened the sluggish, and directed the energies of the auxiliary societies now rapidly increasing all over the Northwest. They visited the army, and returned to their homes to carry the story of what they saw of want, or sickness, or neglect, or heroism, or self-sacrifice to the women on the prairies, in the cities, on the farms, in the luxurious mansions of Illinois and Wisconsin, Minnesota and Iowa, and everywhere to organize aid societies, if possible. The result was a constant, gradually increasing store of supplies in the depots of the Commission, until supplies were no longer needed.

WORK IN THE FRONT.—Immediately after the battle of Murfreesboro', which ended on January 2, 1863, the Commission raised in Chicago, by personal appeal, \$3,000. This was expended in sanitary supplies for the wounded on that field and at Vicksburg. Delegations of nurses were forwarded every day from the Chicago Branch to both points, each delegation taking forward large shipments of stores. Although both the depot

and the treasury were nearly empty at the close of 1862, during the opening week of 1863, one hundred and seventy-six packages were forwarded to Murfreesboro', and four hundred to Vicksburg—the latter augmented by the addition of six hundred from the depot at Cairo. The work of the Commission at Chicago soon became of such magnitude that, to relieve the pressure, county societies were formed, the principal town in each county becoming a center, to which the smaller reported, and acting as a medium between its auxiliaries and the Commission at Chicago.

During the early part of 1863, five delegations were sent to Vicksburg, to learn by personal observation the exact needs and condition of the army, so as to be able to report accurately on their return. The first delegation, which left Chicago in January, consisted of Mrs. Hoge, Mrs. H. L. Colt, secretary of the Milwaukee Aid Society, and John C. Williams, of Chicago. This party embarked at Cairo on the steamer "Ruth." This was seized at Columbus as a transport of war by General C. B. Fisk, and the delegates were taken with the expedition of General Gorman up White River, to Duvall's Bluff, Ark. In February, Mrs. Hoge, W. Reynolds, president of the Peoria Branch of Christian Commission, Ira W. Munn and Mr. Willard, of the Chicago Board of Trade, visited General Grant's army at Young's Point, carrying a large amount of supplies of all kinds. Being detained at Memphis, the delegation visited and examined the hospitals at that point; of the condition and management of which a most admirable account was written by Mrs. Hoge. The visit to the camps and hospitals at Young's Point revealed the presence of incipient scurvy, that fearful scourge of the army. Sickness and destitution prevailed among the soldiers to an alarming extent. Twelve thousand men, about thirty-three and one-third per cent. of the whole number, were on the sick list, and the unhealthy location, unfavorable surroundings, lack of good water and nutritious food, threatened to swell the list. The sanitary stores taken by the delegation were transferred to the "Silver Wave," which had been assigned by General Grant as a depot for the stores of the United States Sanitary Commission, and distributed from its store-rooms to the sick. Besides the relief carried to camps and hospitals, the result of this visit was the institution of permanent sanitary reforms in the Western army, and the donation of a large amount of cotton to the Commission, some of which was made into comforts for the soldiers, and enough shipped to the East to bring \$1,700 to the treasury of the Chicago Branch.

On the return of this delegation, the work of gathering fresh vegetables and other anti-scorbutics, to ward off scurvy from the troops, was commenced, and vigorously prosecuted until spring, when the danger seemed to have, at least temporarily, passed. The following description of the methods employed in gathering these articles, gives an accurate idea of the labor involved:

"Early in March the Chicago Commission issued an appeal to the Northwest for anti-scorbutics, to be used in the army of General Grant. It was dated March 4, 1863, was short and very urgent. In addition to this little circular, which was scattered throughout the Northwest, and to articles inserted in the Chicago daily journals, the Commission telegraphed concerning the emergency to many of its larger auxiliaries. The following are specimens of dispatches thus forwarded:

"Rush forward anti-scorbutics for General Grant's Army.

MARK SKINNER.

"General Grant's army in danger of scurvy. Rush forward anti-scorbutics.

MARK SKINNER.

"These telegrams were sent to Milwaukee, Detroit, Aurora, Ottawa, Mendota, Rock Island, Beloit, Belvidere, Kenosha, Madison, Racine, Freeport, Sheboygan, Whitewater, Ann Arbor, Adrian, Battle Creek, Grand Rapids, Galesburg, Jackson, Kalamazoo, and many other places.

"Then ensued a passage in the history of the Northwest that was one of the most remarkable of the varied experiences of the aid societies. It was March, the month of the vernal equinox. Vigorous rains had taken the place of the cloudy, sullen weather of winter. The rich, black soil of the Northwest, saturated, and more than ever adhesive, offered an almost impassable barrier to locomotion. But neither rain nor mud was heeded. Wherever the telegrams were sent, wherever the circulars were directed, wherever the newspapers were read, there immediately went abroad committees begging anti-scorbutics for the soldiers.

The towns were divided into districts, and every house was visited; a central depot of deposit was appointed, to which humble and rich were alike invited to send contributions. In the country, committees went in wagons, begging as they went, and taking possession of what was given as they labored from house to house. This was done, day after day, first in one direction and then in another, through rain and mud, by men and women. These collections were made by the delicate lady, who could ill bear the exposure; by the farmer's wife, who could ill spare the time; by the tradesman, who could ill neglect his business; by the clergyman, who could ill forego his strength. To remarks depreciating such effort, the answer was, 'Our soldiers do not stop for the weather; neither must we.' There were but small quantities of these articles in the Northwest, compared to the usual abundance; for what had escaped a destructive drought, which prevailed the preceding summer, had been in a great measure destroyed by the rot of the wet winter just closing. Illinois had but few of the desired vegetables; in some localities, not enough for planting; in others, none at all. Michigan was a little better off; Wisconsin was still more fortunate; and so was Iowa. But, whatever the supply, whether great or small, it was cheerfully divided with the soldier. In quantities descending from bushels to pecks, from pecks to quarts, from quarts, in some instances, to a handful, the precious stores were gathered. The same causes which had destroyed the onion crop, had diminished also the articles used for pickles; and these were gathered in a similar manner. Cabbage pits were opened, explored and rifled; horseradish was dug and added to the collection.

"From Wisconsin, and those localities which had not suffered from the causes mentioned, the consignments came rushing forward. They filled the depot; they overflowed upon the sidewalk; they encroached even upon the street in front of the Commission rooms. As fast as they arrived they were forwarded, and their places occupied by others. Milwaukee, Racine, and Whitewater, each large shipping points, hurried to Chicago car-load after car-load of the precious homely vegetables, more valuable now than gold. A few farmers of the little towns of Windsor, Bristol and Spring Prairie, Wisconsin, volunteered and forwarded two hundred and twenty-eight bushels. The shipment from Whitewater was the largest and most remarkable.

"The aid societies gave themselves up to the occasion. Regular meetings, extra meetings, and canvassing expeditions, filled up the time. Begging committees were ordered to report on certain days, and the whole society, in its anxiety, came together to hear of the result. These gatherings were, with ready tact, seized and made useful for the packing and forwarding of the onions and potatoes, and for the preparation of the sour-kraut and horseradish. 'Pickling meetings,' as they were called, became the reigning re-unions of the aid societies. Barrels and kegs were begged and purchased, sour-kraut cutters were borrowed or hired; men were employed to use them in reducing the cabbage to the requisite fineness, the 'aids' packed it with layers of salt between, and vinegar was poured over the whole. Meanwhile, the 'grating committee,' amid much rallying, and with many tears, was courageously working at the horseradish. Besides the large quantities of anti-scorbutics so freely given, the Commission purchased all that could be found in Chicago. This resource exhausted, aid societies and agents were employed to buy in the surrounding country. On this, and on several similar occasions, the Commission thus swept the market, and sensibly affected prices.

"As rapidly as possible, during the month of March, 1863, were shipped from Chicago, to the army of General Grant, all the anti-scorbutics that could thus be collected by free-will offering and by purchase. All through the month, potatoes and onions, sour-kraut and pickles, rolled across the Central Railroad, and sailed down the Mississippi. A line of vegetables connected Chicago and Vicksburg. Not less than a hundred barrels a day were shipped, and the average was more. In two days, in the middle of the month, were forwarded three hundred and forty-four packages, of which three hundred and fourteen were vegetables. The average of vegetable shipments was a thousand barrels a week, and other sanitary supplies were not sensibly abated. One delegation alone, from the Chicago Branch to Vicksburg, took with it, during this month, thirty tons of supplies.

"This movement is more striking from the fact that the Government had endeavored to obtain these articles, and failed. But for the Sanitary Commission, the army would have gone without

them. General and medical officers, present with the troops at Vicksburg, bore testimony to these facts, and to the incalculable value of the shipments made by the Chicago Branch at this time."

On March 10, 1863, the Commission sent a delegation, consisting of Mrs. Livermore, Mrs. Colt, of Milwaukee, Mr. Lewis and Mr. Throop, to visit the army encamped at Young's Point and Milliken's Bend. Between four and five hundred boxes, of every variety of hospital supplies, were distributed by them among the sick of the army. During March, Dr. Patton visited the army, leaving sanitary stores along the Mississippi posts, and sending a boat-load to the Yazoo Pass. He obtained, during this visit, General Grant's order for the establishment of a sanitary boat on the Mississippi, for the conveyance of the stores of the United States Commission to sick and wounded—the same order forbidding the free transportation of any goods but those of the Sanitary Commission.

"The same struggle that had been instituted, during March, against scurvy in the Army of the Mississippi, commenced in April, on behalf of the Army of the Cumberland. Beginning on April 18th, the Chicago Commission sent a car-load, or about one hundred and twenty-five barrels, daily, for several successive days, to the army of General Rosecrans. Two car-loads were sent, on two successive nights to Louisville, for the hospital in charge of Dr. Woodward, near Murfreesboro'. For a time, the great press of vegetable shipments for Murfreesboro' crowded out all other supplies. * * * From January to July, 1863, the Chicago Branch shipped eighteen thousand four hundred and sixty-eight bushels of vegetables. Of other anti-scorbutics, it forwarded in that time sixty one thousand and fifty-six pounds dried fruit, three thousand six hundred and fifty-eight cans of fruit, and three hundred and eighty-seven packages of pickles. In the month of June alone, it shipped two thousand nine hundred and thirty-seven packages, of which two thousand eight hundred and sixty-nine were for the army investing Vicksburg, leaving sixty-eight packages for other localities. One of these shipments filled eight cars. In the first six months of the same year, viz., January to July, 1863, the Commission received into its treasury contributions amounting to \$42,158."

After the assaults of May 19 and 22 on the defenses of Vicksburg, Mr. Seelye took to the troops large quantities of sanitary supplies, by the steamer "Jacob Strader," and as soon as those wounded at Vicksburg could be taken to Memphis, the Chicago Branch forwarded to them both nurses and supplies. On June 2, eight hundred and sixty-nine packages were sent for the relief of the Vicksburg sufferers.

By the end of June, the treasury had received, during 1863, \$42,158. The Commission had permanently rented commodious rooms under McVicker's theatre, No. 66 Madison Street, and had established a sewing room, for the manufacture of hospital garments. Mr. Blatchford was treasurer of the Commission, Mr. Freeman shipping clerk, Mr. Goodsmith office clerk. During this summer the shipment of ice was commenced. There were eleven thousand sick and wounded men at Memphis, one thousand five hundred at Helena, and in the various hospitals of the Southwest some 50,000. The labors of the Chicago Branch were incessant. During the summer, Mrs. Colonel Sloan, Mrs. C. C. Webster, Mrs. Doubien, Miss Culver, Miss Elizabeth Hawley, Miss Elizabeth Blake, A. H. Hoge, C. T. Chase, and others, assisted in office labors.

The autumn brought the battles at Chickamauga and Mission Ridge; the early winter, Knoxville. After the battle of Chickamauga, Dr. Patton went to Nashville, to which place all the wounded who could bear the journey had been sent. Sanitary stores could not immediately be taken further south, on account of the scarcity of transportation, but as soon as possible they were forwarded to Chattanooga, and there deposited by the faithful agents of the Commission, Mrs. Bickerdyke and Mrs. Porter, who had followed General Sherman, at

his own desire, from Vicksburg, to that place. Mrs. Bickerdyke was the first woman on the ground after the battle of Mission Ridge, and she was soon joined by Mrs. Porter. Together, they worked through the terrible winter, and, together, followed Sherman's army to Atlanta, improvising hospitals and kitchens, where hosts of wounded were cared for, and hosts of famished fed. No more devoted women served any association than these, and well may the Chicago Commission cherish the remembrance of their fidelity and heroic self-abnegation.

FIRST CHICAGO SANITARY FAIR.—In July, 1863, Mesdames Hoge and Livermore laid before the Commission a formal proposition for a Sanitary Fair in its behalf, to be participated in by all the aid societies in the Northwest. The expenses of the year had been heavy. The armies of the Tennessee and Cumberland had filled the hospitals all over the West, and large accessions of money and supplies were needed by the Commission. They believed they might raise \$25,000 by a united effort of the Northwestern women, and also enlist and utilize, for the benefit of the soldiers, a new element hitherto unappropriated. Thus far, there had been little amusement—little that appealed to the pleasure-loving portion of the community in the work of the Sanitary Commission; and all must be reached. Thousands of people could make or buy some pretty trifle, who could not give the needed time and strength to the regular work of the Commission to make their labor profitable. The gentlemen of the Commission encouraged the undertaking, while yet a little doubtful as to its success. A mass meeting of the ladies of Chicago was held, at which a delegation of sixteen ladies was appointed to make preliminary arrangements, the initial step in the programme being the issuing of a circular calling a "Council of Women from the Northwestern States," at Bryan Hall, on September 1, 1863. One hundred and fifty delegates from the various aid societies connected with the Chicago Branch were present at the opening of the council, and their number was doubled during its session. Mrs. A. H. Hoge was made president of the council; and her simple words, "The soldiers must be cared for; remember the wounded of Belmont, Donelson, Shiloh, Perryville and Murfreesboro'," struck the right chord. The vice-presidents were Mrs. Governor Harvey, Madison, Wis.; Mrs. Judge Hubbell, Milwaukee; Mrs. J. A. Rice, Adrian, Mich.; Miss V. Campbell, Detroit, Mich.; Mrs. S. M. Langworthy, Dubuque, Iowa; secretaries, Miss M. Louise Urlson and Miss Jennie E. McLaren, Chicago. An executive committee was appointed, of which Mrs. D. P. Livermore was chairman; E. W. Blatchford, treasurer of the Chicago Sanitary Commission, was elected treasurer; and Mrs. Hoge and Mrs. Livermore managers of the Fair, which was to be opened the last week of October and continued two weeks. The following programme was arranged, and carried out:

Bryan Hall was fitted up as a grand bazaar for the sale of fancy and useful articles of all varieties.

Lower Bryan Hall was arranged as a dining hall, where hot dinners for one thousand and five hundred persons were daily served. This department was under the superintendence of Mesdames O. E. Hosmer and W. E. Franklin.

Manufacturers' Hall (a temporary building in rear of Bryan Hall), was used for the display and sale of heavy manufactures.

Rooms in McVicker's theatre were arranged as an Art Gallery, under the supervision of Mrs. H. L.

Colt, of Milwaukee, Wis., and Mrs. E. C. Henshaw, of Ottawa, Ill.

The Supervisors' hall, in the Court House, was filled with rare and valuable relics and trophies, and presided over by Judge James B. Bradwell and wife, Mrs. W. E. Doggett, of Chicago, and Mrs. Dr. Carr, of Madison.

Metropolitan Hall was reserved for evening entertainments, which were supplied by the unfailing genius of Mrs. Livermore.

To perfect all these arrangements required tact, time, and an immense amount of labor. The women of the city and of the Northwest plunged into the work of preparation with zeal commensurate with the demands of the great occasion. This was the pioneer sanitary fair; it was planned by women; it was to be executed by them; and it must not fail. "Vigorous correspondence was opened with statesmen, military men, clergymen and aid societies. Circulars, with an earnest written line attached, were scattered like the forest leaves in autumn." On one day, sixteen bushels of mail matter were sent from the rooms of the Commission. Mesdames Hoge and Livermore visited Eastern cities, and aroused enthusiasm for the success of the enterprise among their sanitary workers. New York, Philadelphia, Boston, Connecticut, Pittsburgh, sent large and valuable gifts. Farmers and merchants donated their best and rarest; the press gave unstinted space and praise; the pulpit urged on its hearers to help.

Of the opening ceremonies, the pageant of October 28, the Tribune says:

"Memorable it will remain, both as history and as patriotism. Such a sight was never before seen in the West on any occasion, and we doubt whether a more magnificent spectacle was ever presented in the streets of the Empire City itself, than the vast procession of chariots and horsemen, country wagons and vehicles, civic orders and military companies, both horse and foot, which converted Chicago, for the time, into a vast theatre of wonders. From the earliest dawn of the day, the heart of the mighty city was awake, and long before eight o'clock, the streets were thronged with people. Citizens hurried excitedly to and fro, and country women, with their children, came in early in the morning, with colors tied to their bridles, and miniature flags tied to their horses' heads. From house tops, from the tops of public buildings, was displayed the glorious flag of liberty. Drums beat in all parts of the city, summoning the various processions or accompanying them to the great central rendezvous. Bands of music, playing patriotic tunes—bands of young men and women, singing patriotic songs—enlivened the streets."

A striking feature of the procession, was the "Lake County Delegation"—the generous farmers of that county, with one hundred wagons loaded to overflowing, the staid old horses decorated with red, white and blue, and the leading wagon bearing a flag with this inscription, "The gift of Lake County to our brave boys in the hospitals, through the Great Northwestern Fair."

"Every wagon was filled to overflowing, with great heaps of potatoes and silver-skinned onions, mammoth squashes, huge beets, and monster cabbages, barrels of cider, and rosy apples, load after load, with many a gray-haired farmer driving, face weather-beaten, frame rugged, hands bronzed, and eyes sparkling with the excitement of the project his big heart conceived; and back of the farmer, mounted on the vegetables, were the boys, filled to repletion with fun."

On the arrival of the procession at the Court House, an address was delivered by Hon. Thomas B. Bryan, after which the farmers took their laden wagons to the store-houses of the Sanitary Commission, which were more than filled with their generous and wholesome gifts.

It is needless to describe the Fair; suffice it to say, that it was eminently a success from the opening to the close. The most valuable and valued gift was that of the original

draft of the Proclamation of Emancipation, written and corrected by the hand of the beloved President, so soon to be taken from the people and the land that could so illy spare him, and by him donated to the Fair, with an autograph letter, ending with the following simple expression of his sympathy with the movement: "I had some desire to retain the paper, but if it shall contribute to the relief or comfort of the soldiers, that will be better." The document, soon to be doubly precious, was purchased by Hon. T. B. Bryan, for the sum of \$3,000, and by him donated to the Soldiers' Home, of which he was then the president.

On the last day of the Fair, all the wounded and maimed soldiers from the hospitals, that could possibly be taken to the dining hall, were gathered there, and made to remember with grateful hearts, that the women of the Northwest "delighted to do them honor." Anna Dickinson, in eloquent words, spoke to them of their services, and the love and gratitude they had earned; and then, with cheers for the living heroes and a dirge for the dead, the public exercises of the Fair were closed.

The net proceeds of this First Great Sanitary Fair were \$86,000, more than triple the amount expected by the ladies, at the commencement of the undertaking. Soon after its close, the name of the organization, heretofore known as the "Chicago Sanitary Commission," was changed to "Northwestern Sanitary Commission," in accordance with a resolution passed by the assembled ladies at the close of the Fair, reading thus:

"Resolved: That in view of the unanimity with which the Northwestern States have combined in this Fair, we request that the name of the Chicago Sanitary Commission shall now, and henceforth, be Northwestern Sanitary Branch of the United States Sanitary Commission."

At the time of this Fair, the associate members of the Sanitary Commission were, Mrs. A. H. Hoge and Mrs. D. P. Livermore, Chicago; Mrs. H. L. Colt, Milwaukee; Mrs. E. C. Henshaw, Ottawa. Mrs. J. C. Fargo, Mrs. E. C. Long, and Mrs. C. A. Lamb, were secretaries of the Fair, and Messrs. Fargo and Long, cashiers.

CHANGE IN OFFICERS.—With the opening of 1864, some changes were made in the officers and personnel of the Commission. The health of Judge Skinner had become so seriously impaired by the continued strain demanded by his duties as president, that he was obliged to resign his office, much to the regret of his associates, and E. B. McCagg, who for two years or more had been corresponding secretary, was elected to fill the position. Dr. Isham and Messrs. Throop and Ward also resigned about the same time. A sketch of this kind is necessarily a statement of agencies employed, and of results reached at different points. It fails to give, because that can not be set down in words, the work done at the home office in Chicago, in the direction and care of so enormous a charity as was this Commission. The labor imposed upon its responsible head, and the staff at home, and by them well and faithfully done, must be measured by what was accomplished as set down in these pages.

The reorganized board consisted of the following gentlemen; President, E. B. McCagg; Vice-President, Rev. W. W. Patton; Corresponding Secretary, Cyrus Bentley; Treasurer, E. W. Blatchford; B. F. Raymond, Ira Y. Munn, Wesley Munger and Jabez K. Botsford.

DEMANDS ON RESOURCES.—The first call upon the resources of the Commission in 1864, came from Chattanooga, quickly followed by one from Knoxville. To these points there were sent, in January, two hundred and fifty packages; in February, two thousand three

hundred; in March, one thousand eight hundred. In April, an average of ten tons daily were shipped from Chicago to those two places. Mrs. Bickerdyke and Mrs. Porter were in the South, with headquarters at Huntsville, Ala., to receive and distribute stores to the portions of Sherman's army most in need, and Dr. Patton went to Knoxville, to attend to the suffering at that point. In May and June, Messrs. McCagg and Blatchford also visited the front, following Sherman's route to Kingston, Ga.; and in October, 1864, Mr. McCagg, in company with the general secretary of the United States Sanitary Commission, made a tour of inspection of the stations and sanitary work at City Point and Bermuda Hundred.

With the close of the Atlanta campaign the demands upon funds and supplies of the Northwestern Commission became so great as to lead to a fear that they might be exhausted. So much money and material had been brought into its treasury by the Fair, that the necessity of continued and persistent labor by the aid societies was not fully realized—and the consequence was, that another extraordinary effort soon became necessary, in order that it might assuredly be in a condition to meet the demands of the sick and wounded.

SECOND SANITARY FAIR.—On Saturday, October 22, 1864, the managers of the Soldiers' Home, Chicago, held a special meeting to consider the best means to be adopted for the conduct of a proposed Fair for the benefit of that institution. At that meeting it was suggested by a member of the Sanitary Commission that the two organizations unite in a joint Fair for the benefit of both. The suggestion was adopted—the basis of union being that \$25,000 of the proceeds should be given to the Home—the balance to the Commission. It was decided to open the Fair on February 22, Washington's birthday, and to close on March 4, Presidential inauguration-day. An executive committee, consisting of Mrs. O. E. Hosmer, Mrs. C. P. Dickinson and Thomas B. Bryan for the Home, and Mrs. A. H. Hoge, Mrs. E. W. Blatchford, and Mrs. Lawrence for the Commission, was appointed. On the Tuesday following, the executive committee held a meeting at the office of Hon. T. B. Bryan, for the purpose of arranging plans and details for the task before them. There it was resolved to make a public appeal, and a call was issued for a grand mass meeting in Bryan Hall on October 27. At this meeting, over which Colonel C. G. Hammond presided, the attendance was large, nearly every church in the city being represented. The executive committee reported a plan of operations, and recommended the appointment of the following officers: President, Hon. Mark Skinner; Vice-Presidents, Colonel C. G. Hammond, E. B. McCagg, T. B. Bryan; Secretary and Treasurer, E. W. Blatchford; Corresponding Secretaries, Mesdames A. H. Hoge, D. P. Livermore, C. P. Dickinson.

The work progressed rapidly. On Saturday, the 29th, the ladies again assembled at Metropolitan Hall, when it was determined to introduce the denominational feature in the arrangements, and thus more heartily enlist the churches of the city and country in the enterprise. After the lapse of several weeks, the committees found that the work was of far greater magnitude than at first conceived. It had outgrown the limits of Illinois, or the Northwest even, and now seemed likely to become in reality a National Fair. The time allotted for preparation was altogether insufficient for the consummation of the enlarged plans, and, at a meeting held January 16, 1865, the time of opening was postponed until Tuesday, May 30. This new arrangement ren-

dered almost an entire reorganization necessary. Major-General Joseph Hooker was chosen honorary president of the Fair; an honorary committee was appointed, embracing prominent names from all over the country; Hon. Thomas B. Bryan was chosen chairman of the executive committee, E. B. McCagg vice-president, E. W. Blatchford treasurer, and Mrs. O. E. Hosmer was added to the former list of corresponding secretaries.

Committees of business men, representing every branch of industry, were appointed, with sub-committees innumerable, and the vast machinery was speedily set in good working order. Mrs. Hoge and Mrs. Livermore, also several gentlemen, visited the East in the interests of the Fair, the ladies on a special mission to invite President and Mrs. Lincoln to attend the exercises. In April, the "Voice of the Fair," a paper edited by Andrew Shuman, of the Chicago Journal, and devoted to the interests of the Fair, was started, and proved a most valuable auxiliary to its success. In the early part of the month of May the proposition was made by the Northwestern Branch of the Christian Commission, of which John V. Farwell was president, to unite with the Sanitary Commission and Soldiers' Home, and share the labor and benefits of the Fair. A basis of union was finally decided upon, by virtue of which, the Christian Commission was to receive \$50,000 of the net proceeds, the balance to be equally divided between the Sanitary Commission and Soldiers' Home.

The expectations of the managers of the Fair, and of the thousands working in its behalf, fell somewhat, when, with the fall of Richmond, and the collapse of the Rebellion, the national conditions under which the work was projected were so changed, that the "beginning of the end" of sanitary labors in the army could be seen. To many, it seemed that the actual end had come.

The day appointed for the laying of the corner-stone of the Fair building brought the tidings of the assassination of President Lincoln. The work was to have been inaugurated with the usual parades and processions. All these were abandoned. "Ichabod" was written on the projected walls of the splendid structure; and with heavy hearts and hands the work was begun. This feeling of depression could not soon pass away, and the prosecution of the labor, although brave and vigorous, thereafter lacked the joyous enthusiasm which marked its inception.

On the opening day, however, the gigantic preparations were nearly completed. The Fair building was an immense structure, consisting of a central edifice and two parallel wings. Union Hall, the central portion, consisting of a main hall with a minor or sub-hall on each side, was sixty feet wide, about four hundred long, and enclosed by a Gothic arch fifty-five feet high. The wings, of the same depth as the main building, were forty-five feet wide. The structure covered Dearborn Park, and inclosed an acre of ground. The main entrance was on Washington Street, fronting Lake Michigan. The Soldiers' Rest, near by, was connected with Union Hall by bridges, and served for a dining hall. Besides the main building, was the Hall of Arms and Trophies, under the superintendence of Judge James B. Bradwell, in Bryan Hall; the Art Gallery, in a building in the rear of Bryan Hall; Monitor Hall, on the lake shore, north of the Soldiers' Rest; Horticultural Hall, covering the whole of Michigan Avenue from Washington to Randolph streets; the New England Farm House, in the north end of the Soldiers' Rest; and various other departments, too numerous to mention. The denominational and fancy booths, with those

representing various States, classes of goods, and manufactures, were located in Union Hall.

The "Army of the American Eagle," which, through the skill and tact of Alfred L. Sewell, of Chicago, brought to the treasury \$16,308.93—nearly one-tenth of its entire profits—must not be forgotten. His device was to enlist an army of children—they becoming members or officers of the army by selling a greater or less number of the pictures of "Old Abe," the famous eagle of the 8th Wisconsin Infantry, for the benefit of the Fair. How zealously he and they worked is shown by the result noted above.

The inaugural ceremonies were opened by Hon. T. B. Bryan. Buchanan Reed recited a poem written for the occasion; there was an original hymn by O. W. Holmes, and a speech by Governor R. J. Oglesby. Generals Grant and Sherman and Hooker (the latter honorary president of the Fair), besides scores of officers of lesser military rank, were present, during the progress of the Fair.

Among those prominent in carrying on the work may be mentioned the following, who officiated as superintendents of various departments and booths:

Foreign, Charles L. Wilson, Mrs. W. J. Barney; New England Farm-House, Cyrus Bentley, Mrs. O. B. Wilson; Bryan Hall, Arms and Trophies, Judge J. B. Bradwell and wife; Michigan, Miss Valeria Campbell; Wisconsin, Mrs. T. B. Miller; Philadelphia, Mrs. T. P. James; Norwegian, Mrs. Louis Johnson; Horticultural Hall, A. H. Hovey, John Blair; Colleges and Seminaries, Dr. Burroughs, of the Chicago University; Roman Catholic, Mrs. General W. T. Sherman, Mrs. Judge Arrington; Presbyterian, Mrs. Z. M. Humphrey, Mrs. E. S. Wadworth; Unitarian, Mrs. Henry Sayrs, Mrs. S. Tinkham; Universalist, Mrs. D. P. Livermore, Mrs. J. H. Tuttle; Methodist, Mrs. O. H. Tiffany; Episcopal, Mrs. Clinton Locke, Mrs. Frank; Congregational, Mrs. W. W. Patton; Baptist, Mrs. C. N. Holden; New Jerusalem, Mrs. J. M. Underwood; Spiritualists, Mrs. J. S. Fuller; Miscellaneous, Mrs. H. L. Bristol.

The German ladies also contributed, through their department, largely to the proceeds.

The fair lasted three weeks. The net receipts amounted to \$240,813 of which the Northwestern Commission received \$84,364.

LAST WORK OF THE COMMISSION.—At the end of July, 1865, the official connection of Mrs. Hoge and Mrs. Livermore with the Commission ceased, the work of the office being thenceforward done chiefly by Mr. Goodsmith. Mrs. Porter was still in the field, being employed through the summer in the hospitals at Louisville and Huntsville. On her return to Chicago in the fall, the Commission held a meeting (October 7) and voted to send supplies under her charge to the soldiers still on the Mexican frontier, to which locality she and her husband immediately proceeded, and remained until June, 1866, Mrs. Porter being the last as well as the first agent of the Northwestern Commission in the field. On October 1, 1865, the Home at Cairo was closed; and on November 30, the Commission held its last meeting, and the office in Chicago was also closed. The following summary of the work accomplished by the Northwestern Branch of the United States Sanitary Commission is taken from the pages of its published history:

"In the four years of its existence the Northwestern Commission disbursed seventy-seven thousand six hundred and sixty-six packages from its storehouse and \$405,792.66 from its treasury. It received thirty-one thousand nine hundred and sixty-nine of these packages from its tributaries, and the remainder it purchased.

"The First Sanitary Fair brought to this Branch the sum of \$72,645, and the Dubuque Fair, \$50,348, which are included in the above estimate. The Second Sanitary Fair brought it the sum of \$84,364.67. From other sources, \$74,665.51. Whole money receipts of Branch, \$411,027.35.

"The value of the whole disbursements amounted to \$1,056,192. * * * This Branch did, also, the work of the Union

and of the Freedman's Commission, before either of these organizations found existence. This is a part of its unrecorded labor which has never had an accurate estimate. But so much is on record, viz., that it furnished transportation for the supplies raised on behalf of these interests, and disbursed for them, in money and goods, over \$50,000. For the Northwestern Christian Commission, it furnished largely the transportation and traveling passes needed by its supplies and agents. And from the proceeds of the last Sanitary Fair, it voted to give the Christian Commission the sum of \$50,000, and faithfully executed the agreement."

NORTHWESTERN BRANCH OF CHRISTIAN COMMISSION.—The United States Christian Commission was formed November 16, 1861, at a convention of the delegates from the Young Men's Christian Associations, its object being "to promote the spiritual and temporal welfare of the officers and men of the United States army and navy, in co-operation with chaplains and others." At the head of the organization, as president of the executive committee, was George H. Stewart, Esq., of Philadelphia, who gave the Commission rooms for its central office and storehouse, the services of clerks, porters, etc., and his own time and labor, free of charge, and faithfully worked, from first to last, in its interests. Agencies or branches were established in the principal cities of the Union, the president of the Chicago Branch being John V. Farwell, who was also a member of the Central organization. The other members of the Chicago Branch were Tuthill King, B. F. Jacobs and D. L. Moody.

The Commission had two general divisions of labor: that in camps and hospitals at a distance from the field being under the charge of the Young Men's Christian Association, if practicable, and that at the seat of war under the charge of the Commission proper—the latter division comprising the care and relief of the wounded during and after battle, and supplementing the labor of the army chaplains. During the year 1862, the Chicago Commission sent out twenty-six men and four women as commissioned delegates, who visited camps, battle-fields and hospitals all over the Western Department, distributing stores and relieving distress, both physical and mental, wherever it could be reached. A chapel was built by the Branch, at Camp Douglas, that would hold over one thousand persons, in which daily meetings were held. These were attended, not only by Federal soldiers, but by the Confederate prisoners, and were believed to be productive of much good. Just before the departure of the 113th Illinois Infantry for the seat of war, a soldiers' Communion was held, in which over two hundred participated. The departments of Missouri and Tennessee fell especially within the field of labor of the Chicago Branch, and much good work was done by it during Grant's long campaign on the Mississippi, in the camps at Young's Point and Vicksburg, and in the various hospitals at Memphis, Helena and Corinth.

With the opening of 1863, the work of the Commission commenced with the sending of delegates and supplies to Murfreesboro'. The report of the year states that, during 1863, forty-eight delegates were sent to the field, who visited the battle-fields, camps and hospitals at Louisville, Nashville, Murfreesboro', Cowan Station, Bridgeport, Stevenson, Chattanooga, Tullahoma, Chickamauga, Lookout Mountain, Mission Ridge, Cairo, Corinth, Memphis, Vicksburg, Natchez, Helena, Little Rock, New Orleans, and other places, spending an aggregate of sixty-five months, holding thousands of meetings and distributing to many thousand soldiers religious publications, as well as stores for their temporal necessities.

The receipt of money during the year is reported at

\$8,182.29, of which \$5,806.14 was expended on the field, and \$2,003.37 remitted to Philadelphia for relief of Richmond prisoners; 275,200 copies of the Bible and religious books and papers were distributed, besides an immense number of tracts. The local work of the Chicago Branch was in Camp Douglas, Camp Wright, the City, Marine and Camp Douglas hospitals, and the Soldier's Home, of the city.

The officers of the Northwestern, or Chicago Branch, of the United States Christian Commission, in 1864, were: John V. Farwell, president; B. F. Jacobs, secretary; S. P. Farrington, treasurer; D. L. Moody, J. L. Reynolds, P. L. Underwood, executive committee. In addition to places visited during the preceding year, delegates were sent to Bridgeport, Huntsville, Fredericksburg, the battle-fields of the Wilderness and Shenandoah Valley, and various other points. These delegates gave their time (their traveling expenses, except meals, were free), so that nearly everything contributed could be used for the benefit of the soldiers. At the close of 1864, the following report of operations, since the opening of the war, was made:

Contributed from June 1, 1861, to Dec. 30, 1863	\$ 20,127 89
Contributed during 1864	83,189 93
	<hr/> \$103,317 82
Disbursed from June 1, 1861, to Dec. 30, 1863	\$ 19,679 52
Expenses	448 37
Disbursed during 1864	77,090 96
Expenses, 1864	2,786 83
	<hr/> \$100,005 68

Throughout the war, the Commission was ready to co-operate with other organizations for the relief of the soldiers, and, in the summer of 1865, joined with the Northwestern Sanitary Commission and Soldiers' Home of Chicago in holding an immense fair, the Christian Commission receiving \$50,000 of the net proceeds. At that time, the army work of the organization was drawing to a close, and the fund thus established was turned into other channels when the soldiers needed it no longer.

CAMP DOUGLAS HOSPITAL AID SOCIETY.—This benevolent society was founded, December 18, 1861, by

a few leading ladies of the South Division of the city, who desired to do something for the welfare of sick soldiers at Camp Douglas. The ladies first engaged were mostly members of Grace Episcopal Church. These were gradually joined by other ladies from various churches, and the benefactions of the society were extended beyond Camp Douglas to other hospitals, finally reaching to soldiers' families. When the City Hospital passed into the hands of the United States, the society assumed the charge of furnishing for it the comforts which could not be expected from Government, but which are so grateful to the sick. In the spring of 1863, the ladies opened a repository at No. 51 State Street, for the purpose of procuring work for the wives of soldiers and for other poor women, and of selling any articles they might make. On the formation of the Ladies' Relief Society, in the winter of 1863, and the consolidation of various benevolent societies for home work at that time the Camp Douglas Aid Society directed their labors into another channel—the establishment of a free hospital for the sick poor of the city. A small building, No. 539 State Street, was procured, and the hospital was opened with accommodations for but six patients. About this time, St. Luke's Hospital was established, and these patients were transferred to that institution.

THE LADIES' RELIEF SOCIETY was organized on December 12, 1863, as auxiliary to the Young Men's Christian Association, and had for its especial object the relief of soldiers' families, providing fuel, food and work, if possible. Its officers were: President, Mrs. A. H. Hoge; Vice-President, Mrs. E. I. Tinkham; Secretary, Mrs. C. A. Lamb; Treasurer, Mrs. H. D. Smith.

THE LADIES' LOYAL LEAGUE was formed in May, 1863, as a secret organization, but becoming convinced that more good could be accomplished by another course, the ladies reorganized as an open league the following October. Of this society, Mrs. Henry Sayrs was president, and Mrs. Paul Mondon secretary. All needy persons shared the benefits of the League. In the winter of 1863, the ladies established a Soup-House on Washington Street, D. L. Moody furnishing them a room for the purpose, and during that winter a daily warm meal was furnished to the poor of the city.



PHILO CARPENTER'S OLD RESIDENCE, CORNER OF RANDOLPH AND MORGAN STREETS.

THE BOARD OF TRADE.

INTRODUCTORY.—The history of the Board of Trade, in the first volume of this work, does not show that it was on a stable or paying basis, such as could guarantee a continued and useful existence, until 1857. At that time it had so far developed as a regulating and fostering power in conducting the growing trade and commerce of the city, as to be recognized as the most important agency for carrying on the business of its rapidly increasing list of members, which comprised representatives from nearly every leading commercial firm in Chicago. With the exception of some crude by-laws, regulating the business conduct of its members and the gathering and publication of statistics, also the public interest it had shown through its various resolutions and acts on questions concerning the prosperity of Chicago, the Board had done little practical or efficient commercial work; and that little carried small weight outside the circle of its own members, except so far as it commanded respect for the apparent merits of its acts and for the influential and respectable standing of the body, as fairly representing the business sentiment of the city. The most important measures it had inaugurated prior to 1858 were: The suggestion, first promulgated by the Board in 1854, which resulted in the substitution of weights, instead of measures, in measuring grain, seeds, and other commodities; and the first attempts, in 1856, to designate wheat by standard grades. These two reforms marked the beginning of the present system of handling, measuring and inspecting grain now generally adopted in the principal grain marts of the world.

During the period treated in this volume, the Board became the chief exponent of mercantile power and the great medium through which business in grain, breadstuffs and provisions was transacted—having a controlling influence over methods of doing business and in the establishment of prices, not only throughout the West and Northwest, but in Eastern markets and those across the sea. In 1857, there were no western grades of wheat known, and, of the seven and one-half million bushels exported to England in that year, it is doubtful whether a single bushel was known in the English markets as Chicago wheat, or whether many buyers even knew of the existence of such an organization as the Board of Trade of Chicago. In 1871, nearly twenty-three million bushels of American wheat were sold in London and Liverpool, of which probably three-fourths was raised west of Lake Michigan; and wheat known and sold by the grades established in Chicago then became familiar to the English buyer, while prices on the Chicago Board were telegraphed to the produce exchanges and English grain dealers, as important factors in the settlement of the market prices of the day.

The story of the growth of the Board of Trade, from the days of small things to the influential position it came to occupy among kindred institutions throughout the world, is so interlaced with the growth of western commerce and western business methods—being little less than their complete history in all the different phases of development—that it may command an interest not restricted to those engaged in commercial pursuits.

THE YEAR 1858-59.

The tenth annual election of the Board was held April 5, 1858. Officials for the ensuing year were elected as follows: Julian S. Rumsey, president; T. H. Beebe, vice-president; W. W. Mitchell, secretary and treasurer. The members numbered, at the beginning of the year, four hundred and sixty-one, which was increased at the annual meeting by the accession of twenty-nine, and in October by the addition of thirty. The treasurer's report showed the fiscal affairs to be in a solvent condition. At this meeting, the first move was made for the restriction of the business transacted on 'Change to members of the Board, by the passage of an amendment to the by-laws, providing that none but actual residents engaged in business in Chicago, should be admitted to membership, and forbidding the buying or selling of provisions, grain, flour or lumber, the chartering of vessels, or the contracting for freights, on 'Change, by any person not a member of the Board. The question of an entire revision of the constitution and by-laws was discussed, resulting in several changes during the year, and a complete revision during the following year.

INSPECTION OF WHEAT.—A most important improvement in the inspection and grading of wheat was inaugurated during the year, which, with the co-operation of warehousemen, was put into effect. An inspector of grain was appointed, grades of wheat established, and each grade definitely described, as never before, specifying required weight, condition, etc. The inspector had full control of the assistant inspectors at elevators receiving grain from the several railroads, with the consent of the proprietors of the leading elevators, which was cheerfully accorded. Thus began the great reform in the handling of grain, which was the basis of the present system, the perfection and reliability of which are recognized throughout the world, wherever American wheat is bought.*

TELEGRAPHIC REPORTS.—Daily telegraphic market reports were first regularly received by the Board, for the benefit of its members, during 1858. The cost of obtaining such reports was not defrayed from the general treasury, but was raised by subscription, the amount subscribed being \$500. It was at first determined to receive reports from New York, Montreal, Buffalo and Oswego, at that time the most important markets to which Chicago products were shipped; but the outlay required having been found to exceed the sum subscribed, dispatches from New York only were received. The cost of the dispatches for the year was \$435.25, paid to the telegraph company; the balance—\$64.75—was remitted to Mr. Trafton, of New York, as compensation for securing and forwarding the reports from that city.

FIRST STOCK TRANSACTIONS.—In October, Messrs. Lee & Armstrong were, by vote of the Board, permitted to sell stocks on 'Change, by auction, after the close of the regular sessions, on two days of each week. How long the sales, thus authorized, were continued is not recorded. This was one of the earliest, if not the first, attempt made in Chicago, to sell stocks and securi-

* For further information concerning the establishment of the new system of inspection, see article on Elevators.

ties in a manner similar to that of Stock Exchanges in Eastern cities. It has never developed into sufficient magnitude to be recognized as an important element even of the speculative trade of the city.

RECIPROCITY TREATY.—During the fall, the attention of the Board was for a time engrossed in what were then considered very important questions, growing out of the commercial treaty in force with Canada, known as the "Reciprocity Treaty." The questions first brought to notice by a communication from the New York Chamber of Commerce, were: Under the existing treaty, can flour manufactured in Canada from wheat grown in the United States be admitted into our ports free of duty? and, Can shaved shingles be admitted free of duty? The subject was submitted to a committee, which, after due deliberation, reported that in their opinion not only both articles named, but also flour made from corn, oats, or other grain, should be admitted free.

CHARTER OF THE BOARD.—In February, 1859, the functions of the Board of Trade were defined and enlarged by a special article of incorporation passed by the General Assembly. It read as follows:

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

SECTION 1. That the persons now composing the Board of Trade of the City of Chicago, are hereby created a body politic and corporate, under the name and style of the "BOARD OF TRADE OF THE CITY OF CHICAGO," and by that name may sue and be sued, implead and be impleaded, receive and hold property and effects, real and personal, by gift, devise or purchase, and dispose of the same by sale, lease or otherwise, said property so held not to exceed at any time the sum of two hundred thousand dollars; may have a common seal, and alter the same from time to time, and make such rules, regulations and by-laws from time to time as they may think proper or necessary for the government of the corporation hereby created, not contrary to the laws of the land.

SECTION 2. That the rules, regulations and by-laws of the said existing Board of Trade shall be the rules and by-laws of the corporation hereby created, until the same shall be regularly repealed or altered; and that the present officers of said Association, known as the "Board of Trade of the City of Chicago," shall be the officers of the corporation hereby created, until their respective offices shall regularly expire, or be vacated, or until the election of new officers according to the provisions hereof.

SECTION 3. The officers shall consist of a president, one or more vice-presidents, and such other officers as may be determined upon by the rules, regulations or by-laws of said corporation; all of said officers shall respectively hold their offices for the length of time fixed upon by the rules and regulations of said corporation hereby created, and until their successors are elected and qualified.

SECTION 4. The said corporation is hereby authorized to establish such rules, regulations and by-laws, for the management of their business, and the mode in which it shall be transacted, as they may think proper.

SECTION 5. The time and manner of holding elections and making appointments of such officers as are not elected, shall be established by the rules, regulations or by-laws of said corporation.

SECTION 6. Said corporation shall have the right to admit or expel such persons as they may see fit, in manner to be prescribed by the rules, regulations or by-laws thereof.

SECTION 7. Said corporation may constitute and appoint committees of reference and arbitrations, and committees of appeals, who shall be governed by such rules and regulations as may be prescribed in the rules, regulations or by-laws for the settlement of such matters of difference as may be voluntarily submitted for arbitration, by members of the association, or by other persons not members thereof; the acting chairman of either of said committees, when sitting as arbitrators, may administer oaths to the parties and witnesses, and issue subpoenas and attachments compelling the attendance of witnesses, the same as justices of the peace, and, in like manner, directed to any constable to execute.

SECTION 8. When any submission shall have been made in writing, and a final award shall have been rendered, and no appeal taken within the time fixed by the rules or by-laws, then, on filing such award and submission with the clerk of the Circuit Court, an execution may issue upon such award as if it were a judgment rendered in the Circuit Court, and such award shall thenceforth have the force and effect of such a judgment, and shall be entered upon the judgment docket of said Court.

SECTION 9. It shall be lawful for said corporation, when they shall think proper, to receive and require of and from their officers, whether elected or appointed, good and sufficient bonds for the faithful discharge of their duties and trusts, and the president or secretary is hereby authorized to administer such oaths of office as may be prescribed in the by-laws or rules of said corporation; said bonds shall be made payable and conditioned as prescribed by the rules or by-laws of said corporation, and may be sued, and the moneys collected and held for the use of the party injured, or such other use as may be determined upon by said corporation.

SECTION 10. Said corporation shall have power to appoint one or more persons, as they may see fit, to examine, measure, weigh, gauge or inspect flour, grain, provisions, liquor, lumber, or any other articles of produce or traffic commonly dealt in by the members of said corporation, and the certificate of such person or inspector, as to the quality or quantity of any such article, or their brand or mark upon it, or upon any package containing such article shall be evidence between buyer and seller, of the quantity, grade or quality of the same, and shall be binding upon the members of said corporation, or others interested, and requiring or assenting to the employment of such weighers, measurers, gaugers or inspectors; nothing herein contained, however, shall compel the employment, by any one, of any such appointee.

SECTION 11. Said corporation may inflict fines upon any of its members, and collect the same, for breach of its rules, regulations or by-laws, but no fine shall exceed five dollars; such fines may be collected, by action of debt, before a justice of the peace, in the name of the corporation.

SECTION 12. Said corporation shall have no power or authority to do or carry on any business, excepting such as is usual in the managements of Boards of Trade, or Chambers of Commerce, or as provided in the foregoing sections of this bill.

WM. R. MORRISON,

Speaker of the House of Representatives.

JOHN WOOD,

Speaker of the Senate.

Approved February 18th, 1859.

WM. H. BISSELL, Governor.

By the provisions of the new charter, powers were conferred upon the Board which greatly increased its authority and efficiency. Theretofore it had no legal right to compel the settlement of disputes arising among its members through arbitration, or to enforce the awards made by the committee of reference, even when the cases decided had been voluntarily submitted by the contestants. It thus happened that the cases submitted were unimportant, and the decisions made had little effect in the promotion of fair dealing or in the prevention of litigation in the courts. The charter gave to the committees of arbitration power to administer oaths, compel the attendance of witnesses, the same as justices of the peace, and gave force to its final awards, on which judgments might issue if no appeals were taken, as if the same judgments had been obtained in the Circuit Court. The tribunal thus became invested with the legal authority of an inferior court over the business transactions of its members. The charter also, for the first time, conferred on the Board the power to appoint weighers, gaugers, measurers and inspectors, and made the brands or certificates of such appointees of the Board evidence between buyers and sellers who employed them, as to quality and quantity of property inspected, measured or weighed.

The Board, soon after its special charter was granted, adopted a more comprehensive code of by-laws, under which the new powers conferred upon it could be brought into practical use.

Many of the individual operators and firms of brokers who became members of the Board in these early years, have continued to be prominently identified with its subsequent growth and prosperity, and they are entitled to something more than passing mention.

RUMSEY BRO. & CO.—John S. C. Hogan, 1828 to 1831; Newberry & Dole, 1831 to 1847; G. W. Dole, 1847 to 1848; Dole, Rumsey & Co., 1848 to 1854; Rumsey Bro. & Co., since January 1, 1854.

Oliver Newberry, of Detroit, brother of the late Walter L. Newberry, of Chicago, was one of the earliest and most energetic pioneers on the Western lakes. Among his vessels were the schooners "Napoleon," "Austerlitz," "Lagrange," "Marshal Ney," "Marengo," "Prince Eugene," "Jena," "Detroit" and "A. V. Knickerbocker" the brig "Manhattan," and the steamboats "Michigan," "Illinois," "Nile," "Michigan 2d" and "Illinois 2d." The names of these vessels are given because they, as well as their owner, being pioneers, did much toward populating Chicago and the Northwest, and because many will remember them with much pleasure. Oliver Newberry controlled the sutlership of Fort Dearborn, and, in 1828, sent John S. C. Hogan to Chicago to attend to its duties, which he did until 1831. G. W. Dole came to Chicago in May, 1831, to succeed Mr. Hogan, and



GEORGE W. DOLE

as a partner of Mr. Newberry. Still continuing the sutlership, he established a storage, forwarding and commission business, under the firm name of Newberry & Dole. Mr. Newberry resided in Detroit until his death, as did Mr. Dole in Chicago, the latter dying April 13, 1860. On the 2d of July, 1847, Thurlow Weed, while on board the steamboat "Empire," on his way to the Chicago River and Harbor Convention, said of Mr. Newberry: "Early this morning we passed the steamer 'Illinois,' Commander Blake. She is owned by my old friend, Oliver Newberry, whose intelligence and enterprise are associated with all the improvements of this new world." Of Mr. Dole it is only necessary to say that, from the time of his selection as first lieutenant by the early settlers for defense against the Indians at the breaking out of the Black Hawk War in 1832, and his election as one of the town trustees and as town treasurer at the incorporation of Chicago, in 1833, to the time of his death, he was almost constantly in some place of public trust, being sought after to settle differences of his neighbors, and known by them to be an honest man. On the first page of one of their day-books, still in existence, labelled "Blotter B," under date of April 11, 1831, are charges against Lieutenant David Hunter, now major-general in the United States Army (retired), Joseph LaFramboise, Mrs. Ellen Wolcott, "per Mrs. Helm"—the first being the wife of Dr. Wolcott, original proprietor of Wolcott's Addition, the other, one of the few whose lives were spared at the massacre in Chicago in 1812; also against R. A. Kinzie, who entered Kinzie's Addition at the Government Land Office, at \$1.25 per acre; John K. Clark, A. Clybourn, Stephen I. Scott, David McKee, J. B. Beaubien, Lieutenant Amos B. Foster, brother of the late Dr. J. H. Foster—all prominent for various reasons in early Chicago. To the end of the second and only remaining book, to June 15, 1833, frequently occur the following names: J. H. Kinzie, Mark Beaubien, J. S. C. Hogan, James Kinzie, Samuel Miller, John Mann,

Madore Beaubien, Antoine Ouillmette, Elijah Wentworth, G. S. Hubbard, R. E. Heacock, Alexander Robinson, Billy Caldwell (the last two Indian chiefs), R. J. Hamilton (general office-holder), Joseph Bailey, T. J. V. Owen, E. E. Hunter, J. N. Bailey, Wil-

Eclur. E. Hunter

liam See, J. Porter, S. Forbes, Rufus Brown, Gholson Kercheval, Thomas Hartsell (former owner of Newberry's Addition), J. Roth, P. F. W. Peck, Dexter Graves, John and Mark Noble, John Blackstone (Blackstone's Grove), John Welmaker, S. Ellis, Jeduthan Smith, A. D. Taylor, Heman Bond, B. Harris, Seth Scott, Claude LaFramboise, Francis Bulbony (Bulbony's Grove), Joseph Naper (Naperville), Charles Taylor, N. Bolvin, John Naper, Matthew Legg, S. P. Brady, George H. Walker, E. D. Harmon, Anson H. Taylor, Hiram Pearson, G. W. Snow, Paul Samberneau, I. Harmon, Willard Scott, Alanson Sweet, Peter Cohen, John

Isaac Harmon

Watkins, Dr. P. Maxwell, David Carver, S. Downer (Downer's Grove), S. T. Gage and B. H. Laughton. The above named persons, and others also, while all here before the incorporation of the town in 1833, were not necessarily voters on that occasion. Many were officers in the army, others had settled in the surrounding country, some had not been here long enough to entitle them to vote, others were Canadian French, *Courriers du Bois*, half-breeds, etc. Entries are also made against the American Fur Company, the Indian Department and the Quartermaster's Department. The troops must have left Fort Dearborn about the 1st of June, as charges against them cease about that time; and, on the 8th of June, 1831, are sent to N. Goodell, at Green Bay, for collection, notes against Co. "A" for \$1,155 87, and also against Co. "I" for \$1,096, both companies being of the 5th Regiment of Infantry. On April 18, Lieutenant Hunter is charged as follows: "To 1 letter to Mrs. J. H. Kinzie, 25 cts"; and on the 20th, "To amount postage account up to March 31, \$12.50." Other officers are charged with different sums for postage. The sutler's store seems to have comprised a post-office, hardware, dry goods, crockery, arms, groceries, provisions, liquors, lumber, leather, horses, whisky, and Indian goods generally. Banking was quite an important feature also, as many of the individuals named above are charged, at different times with cash borrowed, in sums varying from \$1 to \$1,000, and even larger on one or two occasions, as well as with an endless variety of articles, including guns, powder, shot, lead, caps, flints, knives, and even daggers, fish-lines, hooks, etc. Whisky was sold at 40 cents and at 50 cents a gallon, corn meal at \$1, and dried apples at \$1.62½ per bushel. Flour is charged at \$6 and apples at \$3.50 a barrel. Many Spanish cigars were sold at 25 cents a dozen. Much liquor was sold in small quantities; and just before New Year's day there were made twenty-three charges for small quantities of whisky, gin, twine, shrub, etc.; Mr. Dole charging himself with "1 bottle, etc. \$1."

Other prices charged in those days, were: 1 pair brogans, \$2; 13 yards domestic plaid, at 18¼ cts.; ½ yard linen cambric, at \$3.50; 5 lbs. hard bread, at .12½; 1 lb. raisins, .25; 2 lbs. shot, .12½; 1 qt. wine, .75; 1 qt. brandy, .50; 1 qt. sherry, 56¼; 1 pair Russia duck pantaloons, \$1.25; 50 percussion caps, .12½; garden seeds, 62½; 100 lbs. 6d. nails, .12½; 1 gal. cider, 18¼; 1 pair pumps, \$1.62½; 2 pairs socks, at 62½ and .50; 1 dozen Spanish cigars, .25; 1 pair colored kid gloves, .50; 1½ lbs. black paint, .50; 1 set cups and saucers, .75; 1 bbl. S. F. flour, \$9.

On October 12, Oliver Newberry, of Detroit, was charged with "3 boxes specie, \$5,000, shipped by schooner 'Marengo.'" It has ceased to be necessary to ship money East by sail vessel. In January, 1832, T. J. V. Owen is credited "By three months' board, per Dole, at \$10—\$30." D. Graves, "By 11 wolf skins, .25, and 1 fox skin, .75." James Kinzie is charged "To 6 bush. oats, at .87½." In April, R. J. Hamilton is charged "To 1 bbl. flour, \$8.00." A. Robinson is credited "By 42 'coon skins, at .37½; 20 'coon skins, at .20, and 4 mink skins, at .25; 150 muskrat skins, at .20; 1 otter, \$4.50; 13 deer skins, at .50; 1 otter, \$5.50; 40 muskrats, at .20; and 4 dry hides." In May, Oliver Newberry is charged as follows: "Pr. Schooner 'Marshal Nev,' To 1033 'coon skins, 2577 rat skins, 118 deer skins, 66 wolf, 30 wild cat, 13 red fox, 4 gray fox, 67 mink, 8 otter, 6 badger, 10 fawn, 48 dry

hides 3 calf skins—and also cash and check, \$100.04. In June, 1832, the Indian Department is charged "To 1 bbl. pork, \$14; 10 bbls. of flour, at \$6; and also 5 bbls. pork, at \$12.50"; and the American Fur Co. "To 1 blank book, \$1.75." About this time the fort was re-garrisoned, as appears from the names of Major Whistler, Captain McKay, Captain J. B. Brown, Lieutenant Smith (of Captain Backus's Company), Lieutenant Kingsbury, Captain Boardman, Lieutenant Penrose, Dr. DeCamp, Captain Johnson, Lieutenant Long, Lieutenant Day and Dr. P. Maxwell. In July, R. Brown was charged "To 1 bush. dried apples, \$2.00." Indian Department, "To 2 bbls. prime pork, at \$12.50." Major Whistler, "To 1 bbl. pork, one hog, \$15; 1 bush. corn, \$1. Quarter-master Kingsbury, "To 90 feet of boards, \$1.80." D. McKee, "To 273 ft. boards, \$5.46." August Runyan, "To 1 bbl. salt, \$3." Lieutenant Smith (Captain Backus's Company), "To 1 bbl. crackers, \$6.50; 33 lbs. ham, .12½."

On August 23, John Sherry was charged "To cash advanced, \$100, on 43 bbls. of flour left in store to sell at \$6; 10 kegs of butter, containing 397 lbs., to sell at .12½; 10 kegs of lard, containing 501 lbs., to sell at 10 cts.; 12 bush. meal at \$1.25 per bush." (This, doubtless, is the first commission business transacted in Chicago.) In September, Major Whistler was charged "To 12 bush. corn at \$1." Captain Johnson, "Per daughter, to 1 pair thin shoes, \$1." J. Sherry is credited "By 114 bush. oats at .43; by 39 bbls. flour, to clear \$6; by 1 keg lard (50 lbs.) at 10; and was charged "To 65.70 bbls. salt at \$3, and 1 umbrella, \$1.50." Charles Reid is charged with 11,210 bbls. of salt at \$3.00; 1 pair of boots, \$4.00. Lieutenant Penrose is charged "To 1 blue blanket, \$6." John Noble "To 1 cook stove, \$45." Willard Scott, "To 1 cook stove, \$40." Mark Noble, "To 1 pair pants, \$4." Rev. Mr. Walker, "To 1 blanket coat, \$14." And P. F. W. Peck "To 48 lights-sash," no price given, and "1 pair pants, \$6.50." On November 1, Charles Reid is charged "To cash, \$820." Robert Kinzie, "To 1 horse, \$30." Indian Department, "To amount paid Tope-ne-be, \$100." S. P. Brady, "To 16½ lbs. sole leather, \$4.95." Stephen Downal was credited "By plastering store and building chimney, \$19"—probably in the new warehouse on the corner of South Water and Dearborn streets. John Bates was charged "To transportation on goods, 10 bbls. bulk, from Detroit, at \$1; to cash advanced by O. Newberry, at Detroit, charges on goods, \$29.34; commission on above, \$2.60, and 1 cap (Alcove) \$9." Samuel Ellis was credited "By one cord dry wood, \$2.00." Dexter Graves was charged with "734 feet lumber at \$24, \$14.68." J. S. C. Hogan, with 250 brick, no price given; and J. B. Favier (per Ouillette) with 25 bu. of corn, \$1, and three barrels of flour, \$7. On November 11, O. Newberry was charged "To cash, for beef, 9200 lbs., at \$2.75. Paid Charles Reid for beef, 50,949 lbs., at \$2.75. To 287 bbls. beef, 14 bbls. tallow, 152 dry hides and 2 bbls. beeswax, shipped per schooner 'Napoleon,' Captain John Stewart, to O. Newberry, April 17, 1833." (This was probably the first beef ever shipped from Chicago.) On December 28, Mr. Newberry is charged "To paid John Blackstone for 328 hogs, \$8 140 lbs. at \$3. Shipped by schooner 'Austerlitz,' between April 20 and May 2, 1833, to O. Newberry. 200 bbls. pork, 12 bbls. lard, and 48 dry hides." (This was the first pork ever shipped from Chicago.) There appears to have been a scarcity of provision barrels for packing above meats, but during the winter of 1832-33, credited on the books, mostly to A. Clybourn, are about 140 barrels at .87½ each. Others may have been bought for cash, and so do not appear on the books at hand, or may have been brought up on the "Marengo," in the spring. Following are some articles sold during the months named: May: Eggs, 14 cents; bacon, 10 cents; candles, 19 cents; nails, 12½ cents; crackers, 12½ cents; cheese, 12½ cents; loaf sugar, 25 cents; watch crystals, —; buttons, 19 cents; brooms, 25 cents. September: Buttons, 12½ cents; coffee, 25 cents; lime, \$1.25 per bbl. December: Cloth, from \$1.25 to \$5.50 per yard; bar soap, 12½ cents per lb.; rice, 6½ cents; sugar, 12½ cents. January: Moccasins, 50 cents per pair. In January, 1833, Heman Bond was charged "To storage on wheat, 13 cts." (This was probably for seed, and is the only mention of wheat.) On March 11, Francis Bulbony is credited "By five hundred muskrat skins, at 22 cents; 57 'coon skins, at 33 cents; 8 mink skins, at 37½ cents; 4 deer skins, at 50 cents; and 6 otter skins, at \$6.00." On April 1, Stephen Downal is credited by 1092 feet of timber (probably used for new warehouse, corner of South Water and Dearborn streets), \$43.68. Champagne is charged at \$1.50 per bottle; butter at 16 cents per pound; iron at 8½ and 9 cents per pound, shot at \$2.25 per bag; powder at \$8 per keg; lead at 12½ cents per pound; beans at \$1.50 per bush; sperm candles at 35 cts. per pound, oats at from 40 to 75 cents per bushel; horses at from \$30 to \$45. While these items were taken at from \$41 to \$55.

There were no loaded vessels of any considerable size entering the harbor until 1846. In that year, Newberry & Dole moved from their warehouse and store, on the southeast corner of South Water and Dearborn streets, to their new warehouse on the north side of

the river, east of Rush Street and opposite Fort Dearborn. Mr. Dole's nephews, George F. and Julian S. Rumsey, came to Chicago under his auspices, and became members of his family. George F.

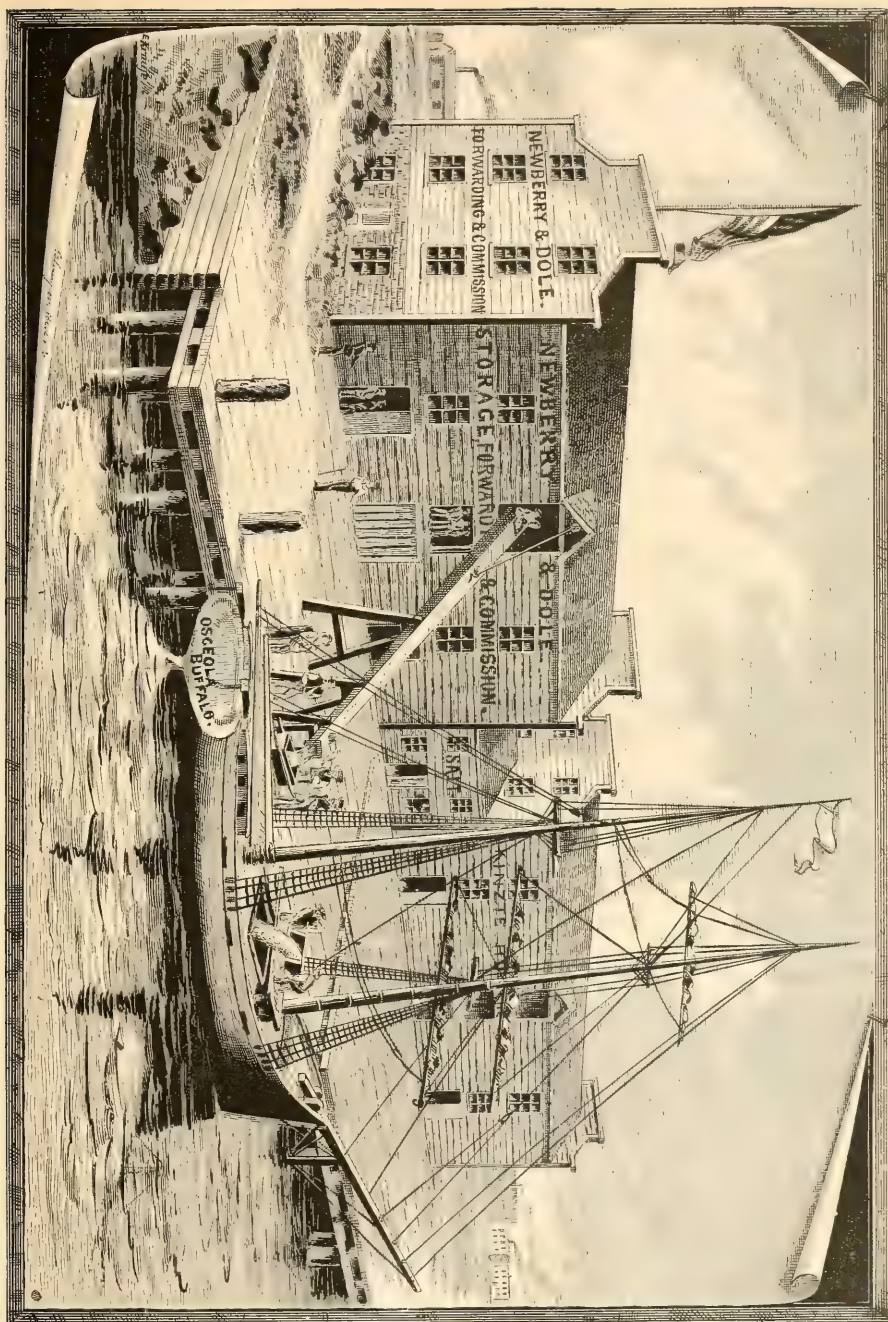


JULIAN S. RUMSEY.

came in 1836, and at once entered the employ of the firm. Julian S., although he came the year before, was too young to begin his business experience with shipping until 1838.

From the time vessels and steamboats began to enter the Chicago River, the business increased rapidly. There was soon a line of splendid steamers running between Buffalo and Chicago, bringing full loads of passengers with their household goods and merchandise, not only for Chicago merchants, but also for those of interior places, including Galena, Springfield, Danville, Ottawa, Joliet, and the various Fox and Rock River towns. In some cases, merchants of those places sent teams for their goods, and in other cases the goods were forwarded by teams procured in Chicago. Nor did the steamboats go back light; as the boats that brought large quantities of leather and great piles of brooms, would return loaded with hides, broom-corn, provisions, flour and grain in bags, which gave them all the return cargo required. It became fashionable for Southerners to make the trip of the lakes; and when some favorite boat left, frequently there were on board from one to two hundred who had come up the rivers to Peru and by stage from there to Chicago. For several years, the arrival and departure of a steamboat were important events. Steamers and vessels landed on the north side of the river below State Street. The officers constructing the harbor had a very tall flag-staff erected, and when a vessel from the lower lakes was sighted, they raised a flag; and when a steamer was seen six flags were raised, one above the other, and then people turned out in great numbers, to be at the wharf when the boat arrived.

Mr. Newberry retired from the firm in 1847, and, in 1848, the Rumseys were admitted to partnership, the firm becoming Dole, Rumsey & Co. Mr. Dole being appointed postmaster, and called upon to perform various other public duties, withdrew from active business, to which he had given but little attention for some years. In 1854, the firm became Rumsey Bro. & Co., as it still remains. The opening of the Illinois & Michigan Canal in 1848, the building of railroads, and the consequent rapid development of the country, soon changed the character of the business of the firm. The storage and forwarding branches were dropped, the commission department only being continued. In 1857, H. A. Towner, who had been for some years in the employ of the firm, was admitted to partnership and is still a member; and in 1866 A. J. Marble, who likewise had been with the firm some years, was admitted to partnership, retiring in 1878 with the best wishes of those with whom



FIRST SHIPMENT OF GRAIN FROM CHICAGO'S FIRST DOCK.

he had been associated. George Dole Rumsey, son of Julian S. Rumsey, became a partner in the beginning of 1879, and still remains in the firm. In 1881, George F. Rumsey died; since which time the firm has consisted of Julian S. Rumsey, Henry A. Towner and George Dole Rumsey.

First Shipment of Grain.—From their warehouse on the North Side was shipped, in September, 1839, the first cargo of grain from Chicago. It consisted of about twenty-nine hundred bushels of wheat, per bag "Osceola," Captain Billings, consigned to Kingman & Duttre, Black Rock, N. Y. It was all weighed, and partly carried on board in boxes, by Rumsey Brothers. The wheat had been purchased by them of farmers who hauled it to Chicago in bulk in wagons, some of it from a distance of one hundred and fifty miles. The price paid was from fifty to sixty cents a bushel. The freight to Black Rock was probably about twelve or fifteen cents a bushel; the next year it reached twenty-eight cents to Buffalo. The "Osceola" was capable of carrying about five thousand bushels. At the time this wheat was handled no provision had been made for such business. Most of the farmers were too poor to own bags, but spread sheets or blankets in their wagon-boxes, and filled in the wheat in bulk. The warehouse furnished bags to be filled, and then they were hoisted to the upper floor—at first by hand, but subsequently by horse-power. The bags were then carried back and emptied into the bins, which were only as deep as between the floors. The next problem was, how to get the wheat on board the vessels when the time came to ship it. On the occasion of loading the first cargo of wheat to be shipped in bulk, a spout about one foot square (one a quarter of the size would have answered as well), with a much larger opening at the upper end, was erected, extending from the third story toward the vessel; but the wharf was so wide that the grain would only run to within about twelve feet of the edge. There was a slide at the end of the spout, to close off the grain at will. Scales were placed under the lower end of the spout, and several boxes were provided, with handles nailed along the sides for two men to grasp, each end of a box being a wheelbarrow. Standing upon the scale, the boxes were filled with six bushels of wheat, which it was soon ascertained was too heavy a load for two men to carry up the gang plank, and new boxes were provided, each containing only four bushels. From these boxes, the wheat was emptied into the hold of the vessel. Two lines of men passed the wheat, in pails, from the bins in the warehouse, and emptied it into the upper end of the spout. While this was the first cargo shipment of grain from Chicago to the East, the same firm had, during several preceding years, shipped grain in bags to various ports on Lake Michigan.

First Receipt of Coal.—Another incident connected with this firm is interesting. The first shipment of coal to Chicago was discharged on their dock, in 1841, from the schooner "General Harrison," which, with the coal, belonged to Captain E. B. Ward. The coal was bituminous, came from Cleveland or Erie, and consisted of about eighty tons. It took the firm nearly two years to dispose of it. Wood was then the only fuel used, and was sold at about \$2 50 a cord; and it was not until grates, on legs—to put in the fire-places—were cast, for the special purpose of burning this coal that it could be sold.

The Old Cannon.—Still another episode pertaining to the history of this firm is of interest. This was in reference to the brass cannon raised, in 1837 or 1838, by the pile-driver from the Chicago River, near the present Rush-street bridge (where it is supposed a second one still rests). This cannon had been a part of the armament of Fort Dearborn, and was thrown into the river at the time of the evacuation and the massacre in 1812. It was a six-pound brass piece, and there was considerable excitement throughout the city on account of its recovery. For some time it was a question as to who were its rightful owners, the city claiming it; but Samuel Jackson, Morgan L. Shapley and others engaged in dredging and pile-driving for the Government, finding it, claimed and kept it. The General Government, however, never made any attempt to assert its ownership, and the matter was compromised by the city building a carriage for it, upon which it was mounted and used for celebrations, etc. In 1838, Oliver Newberry brought out the magnificent steamer "Illinois," the name being given in compliment to the State, and on this account the citizens presented her with a set of colors. The steamer was commanded by Captain Blake, and made a trip, every sixteen to eighteen days, between Buffalo and Chicago. As further acknowledgment of the compliment to the State in naming the steamer, the cannon was permitted by a contract to be placed on board the "Illinois." It was carried on her deck as a part of the sailing season of 1840; and when the steamer was going or arriving at this port, a salute was fired from the cannon. During the presidential campaign of 1840—none of the great ones ever known in this country,—the Whigs planned an excursion from Chicago, under the leadership of the present Mayor-elect, Hunter, to attend the great convention at Springfield. They desired to take this cannon with them, to assist

in stimulating the enthusiasm for Harrison, the Whig candidate for president. The Democrats were determined that this part of the Whig programme should not be carried out, holding that it was not proper to use such a national and historic relic for partisan purposes. Newberry & Dole had possession of the cannon, inasmuch as it was on board the "Illinois," and to prevent its capture by the Democrats and to save it for the Whig excursion, Julian S. Rumsey and his brother George F., assisted by their warehousemen, got the cannon to the warehouse, hoisted it into the third story, and sunk it in a bin of wheat. This proved to be a secure hiding place; and although a writ of replevin was obtained, the cannon could not be found, and hence attempts to take it into custody, to prevent its use by the Whigs, were at length abandoned. The Whigs themselves gave up the plan of taking it with them to Springfield, on account of the trouble of transportation. They did, however, take a band of music, a full rigged brig, a canal-boat on wheels, and a large number of baggage wagons. They had no ardent spirits except several barrels of hard cider, this being what was called the "Hard Cider Campaign." The delegates went in covered two-horse wagons. Among those still living who went with the crowd are James A. Marshall, S. B. Cobb, S. F. Gale, Grant Goodrich, Robert Freeman, Gordon S. Hubbard, H. G. Loomis, Theodoros Doty, George Chaksfield, Calvin DeWolf, Philo Carpenter, Jerome Beecher, Sidney Sawyer and John L. Wilson.

Breaking a Corner in Flour.—When Julian S. Rumsey came to Chicago in 1835, Newberry & Dole's warehouse was on the southeast corner of South Water and Dearborn streets, their dock being on the north side of South Water Street. An incident occurring that year is worthy of perpetuation. They had shipped to them a cargo of flour for their regular trade. Late in the fall the vessel arrived and anchored outside the bar, vessels not being able to enter the river at that time. There were in the place only about twenty or thirty barrels of flour, with no hope of any more arriving until the following spring, and this was owned by Charles Chapman, who was asking for it \$20 a barrel. Certain parties offered Messrs. Newberry & Dole \$15 a barrel for the entire cargo on board the vessel, taking the risk of shipwreck before and during its discharge. The firm declined the offer, the flour was loaded into bateaux, towed by yawl boats to their dock, and sold to private families, boarding-houses and hotels in the town and vicinity, according to the probable necessities of each for the coming winter, at \$8 50 a barrel. This incident is still remembered to the credit of the firm by recipients of the flour as well as other citizens.

Early Ship-building.—This firm was the first, or among the first, manufacturers of and dealers in lumber. They participated in the building of the steamers "James Allen" and "George W. Dole" in 1838—the first ship-building done in Chicago, with the exception of one small vessel (the "Clarissa"), and assisted in the building of, or purchased, the brigs "Minnesota" and "Sultan," the schooners "Ocean," "Wave," "Ark," "Michigan" and "Huron," and were agents for a large fleet of steamers and vessels belonging to other parties. They were also among the first to place boats upon the Illinois & Michigan Canal at its completion.

They assisted in establishing the Board of Trade in 1848, and subsequently in obtaining the present charter and framing a new set of rules; also in establishing its present system of statistics and grain inspection. During the war they were largely engaged in buying grain for the use of the army, partly on direct orders from the Government. Railroad transportation being at times inadequate, they at one time shipped very large quantities in canal boats, by the Illinois & Michigan Canal, and the Illinois, Mississippi, Ohio, Tennessee and Cumberland rivers, to Nashville, Tenn., and Muscle Shoals, Ala. One great satisfaction in doing this business was, that grain from Chicago was always approved in regard to quality, while it was seldom that any other was. The Government officials finally advertised that grain delivered on contracts must equal Chicago Board of Trade inspection. The location of this firm's business was originally at Fort Dearborn, then, as has been said, on the southeast corner of South Water and Dearborn streets. In 1836, they removed to North Water, east of Rush Street; and, in 1841, they increased their facilities by renting the warehouse and wharf next east of them, which had been previously occupied by Kinzie, Hunter & Co. In 1845, they erected a warehouse on South Water Street, west of and adjoining Clark-street bridge, where they remained over twenty years, or until 1867. In the meantime, they erected large sheds for unloading steamers and vessels on North Water Street, at the foot of Dearborn Avenue, using them in connection with their warehouse for many years; finally selling them and going out of this branch of business. In 1867, they moved from the corner of South Water and Clark streets to No. 116 LaSalle Street, opposite the Board of Trade, where they remained until the fire of 1871; since which time their office has been located in or in close proximity to the Board of Trade building. At present the firm is located at No. 10 Pacific Avenue. Their business is in grain, seed and provisions on commission.

On the Board of Trade of Chicago, there are two very different types of operators who have amassed fortunes. The first is the true speculator—the man who looks about him—the man of foresight, who sees the great tide of coming events and their influence upon the markets of the world, and suits his operations to them. Anyone can tell the effect of an event after it has happened; but to foresee the event, and tell what the effect will be before it has happened, is the province of the great speculator. The other type is the man who can accurately measure the current of opinion from hour to hour; who can watch the swaying moods of the great crowd of buyers and sellers, and take instant successful advantage of them. To the first class belong men like Philip D. Armour; to the second, men like B. P. Hutchinson.

PHILIP D. ARMOUR was born on a farm in northern New York in 1830. He received a common school education, and then was indentured to a farmer. He grew to be a stout, broad-shouldered young fellow, with an ambition to strike out in the world for himself. Accordingly, when he was twenty, he sought and gained a release from his apprenticeship. The California gold fever was then at its height, and Phil. started with an overland company for El Dorado. Reaching the promised land, he met with some sickness, and many hardships; but pluck and hard work overcame every obstacle, and in four or five years he turned eastward again, having accumulated some money. He then established himself in Milwaukee, and engaged in the grain-receiving and warehouse business, which he conducted successfully for a number of years. He next formed a partnership with John Plankinton in the pork-packing business, under the firm name of Plankinton & Armour. Just before the close of the war, in the spring of 1865, pork was selling at \$40 a barrel, and the New York operators thinking it would go to \$60, were buying it right and left. Mr. Armour thought that the Rebellion was on the eve of collapse, and that if the war should suddenly end, pork, instead of being worth \$40 a barrel, would not be worth \$20. Mr. Plankinton was of the same opinion. Carefully arranging his plans, Mr. Armour hurried to New York, and commenced selling pork short. His advent caused a sensation in the New York markets, but the provision men bought from him all he would sell. The market soon commenced to break. Then came the news of the fall of Petersburg, of the Richmond, and the surrender of the Confederate army, and Armour bought in his pork, which he had sold at \$40 and down, at \$15. This, his first great operation as a speculator, made him a millionaire. He enlarged the scope of his business by establishing packing houses in Chicago and in Kansas City, and then removed to Chicago. He now has agencies in all the larger cities of the South, and at the principal markets of Europe. His employes number more than ten thousand, and the product he manufactures is valued at \$50,000,000 annually. With such vast interests to protect, it may be well supposed that he needs to be assiduous, watchful and alert. He is the most indefatigable of workers, and no clerk in his employ numbers the hours of labor that he does. From 7 a. m. until 6 p. m. he is engaged at his office, and during that time nothing but business employs his thoughts. When at home, his business cares do not pursue him, and he enjoys the comforts and repose of a truly happy domestic life. In 1878, operators on the Board of Trade, large and small, thought it a good year to sell pork. Men who had scarcely even seen a barrel of pork, much less owned one, commenced to sell short the product that Mr. Armour and his firms were manufacturing on a larger scale than ever. Other packing houses also joined with the crowd. Mr. Armour was forced to support the market, and for many months at a great loss. It cost him more than a million dollars; but he foresaw that the tide must change, and took all the pork that was offered. In 1879, the tide did change, and he recovered his losses with an added profit of many millions of dollars. He has conducted several operations in wheat with great success, and is a bold and daring speculator of great foresight. He is a constant friend, an uncompromising foe, upright and honorable in all the varied relations of life. He is very charitable, giving to every deserving cause without stint. He attends Plymouth Congregational Church, of which his wife is an active and devoted member.

BENJAMIN P. HUTCHINSON was born near Danvers, Mass., in 1828. Born on a farm, he early learned to dislike the plow and the sickle, and, before he reached man's estate, he turned his back on country life and sought the avenues of trade. He went to Lynn, and there became employed in the shoe-making business, for which that city is famous. He learned to cut leather to advantage, and

soon became a successful manufacturer. The revulsion of 1857 found him with his lines too much extended. His customers failed, he followed their example, and was obliged to leave Lynn. Although he left it heavily in debt, it was not many years before he had paid up all his indebtedness. He looked out over the great West for a new field, and first tried Milwaukee, where he remained a short time. Perceiving the greater opportunities of Chicago, he removed to this city in 1859. He paid \$5, and became a member of the Board of Trade. He had not allowed his failure at Lynn to entirely cripple him, knowing right well that, without capital, he could neither successfully earn money to pay his creditors nor support himself and family. With the capital he brought, he was enabled to at once commence operations on the Board of Trade, in buying and selling grain. He had the genius of a careful speculator, but was not a daring one. He understood fully, and acted upon, the first half of Ricardo's great maxim, "Cut short your losses." He had no pride of opinion, but could change with the varying tide of the market. He was at one time a bull, and at another time a bear, and often both by turns, within the compass of an hour. No man ever had a keener perception of what the crowd was doing, as well as what particular operators were doing. No man on "Change, who dealt largely, could long hide his schemes from "Old Hutch," as the boys soon began to familiarly call him. Many a time he has escaped but narrowly being a victim to the great operators, but he has always escaped. Whenever he scented danger, he ran. In the early days he would run small "concerns" himself, but they were little affairs, for options, at the longest, run scarcely longer than a week, and the main business was done in cash grain. But "corners" were not to his taste, his great principle of speculation being to get in and out of the market quietly, and before the "tailors" could perceive what he had been doing. He may be called, without exaggeration, the Prince of Scalpers. Between 1859 and 1863, he had amassed money enough to pay all his Lynn debts, and to have a fortune estimated at \$150,000. By that time, too, he had also entered upon the business of pork packing, which he foresaw was to become one of Chicago's great industries. Although ignorant of the business, he had brains and ingenuity. He introduced new methods in cutting and in various details of the business, and at once became very successful. In 1863, he made large gains on whisky and high wines, in anticipation of the revenue tax. He was one of the promoters and first stockholders of the First National Bank; but the Corn Exchange, soon afterward started, was his own child. Long the president of it, it is known far and wide as "Old Hutch's" bank. His packing establishment became the largest one at the yards, and a few years later was consolidated with that of A. E. Kent & Co., under the name of the Chicago Packing Company. Mr. Hutchinson has always been an untiring worker, early and late, but his has also devoted time to intellectual pursuits. He is a great reader of the best literature, and is at all times an amusing and interesting companion. He is one of the best types of Chicago's successful business men. He is close in small matters and liberal in great ones. He will help a friend to \$100,000, but will watch the smallest unnecessary outlay in any branch of his business. His cardinal business maxim is to own no unproductive property. If he finds himself in possession of property that brings him no income, he disposes of it at once for what it will bring. He has dealt largely in real estate, and is an extensive owner of houses and lands. He is a tall, florid, well preserved gentleman, with a nose such as Napoleon would have admired. He has long been married, and has two sons and two daughters. His wealth is estimated at \$5,000,000.

JOHN L. HANCOCK was born in Buxton, York Co., Maine, March 16, 1812. He was the youngest child of John Lane Hancock and Hannah (Prescott) Hancock. His educational advantages were such as the common schools of New England at that time afforded. He lived in Buxton, the place of his birth, until 1828, when he removed, with his father's family, to Hiram, Oxford Co., Maine, and later to Westbrook, Cumberland County, in the same State. At the latter place he engaged in the slaughtering and packing business with good success, taking such a leading position as to gain the full confidence of Cragin & Co., of New York City, with whom he entered into a connection in 1854, and came to Chicago during that year to establish a packing business at this point, then the extreme western limit of the business. On page 562 of the first volume of this work, the arrival of young Hancock is announced. He immediately built what was then the largest packing house in the West, and, as the representative of Cragin & Co., was, for many years after, the leading packer and dealer in provisions at Chicago. He became a member of the Board of Trade, and early was identified with it as a leading member, serving in nearly every capacity of trust. He was vice-president in 1862-63, and was chosen president in 1863, and re-elected in 1864, being the first president who was complimented by a re-election. He was one of the pioneers in the provision trade, and did

as much as any other man to bring it to its present perfection in the mechanical means of slaughtering and packing and reliable standard of inspection. Mr. Hancock was, during the last year of the war, ordered to take charge of Camp Fry, then the rendezvous for conscripts. Under his command, the 147th, 153d and 156th regiments were raised, and many companies were recruited to fill up depleted regiments still in the field. The sudden close of the war left in the hands of Colonel Hancock a large amount of bounty money not yet paid to recruits, besides some \$23,000 left by deserters who failed to report. This large sum was paid over to the State Treasurer, at the close of his administration.

JOHN RUSSELL BENSLEY was born May 1, 1833, in Springfield, Erie Co., N. Y., the son of Eaton and Sophia (Russell) Bensley. He received but a superficial education, although it was given at an academy in Springfield. The education that fitted Mr. Bensley for the prominent position in the mercantile world he occupies was not obtained at schools, but was inherent and cultivated by the assiduous care of his parents, being integrity, perseverance and untiring industry. These were alike his distinguishing characteristics in his first entry into the commercial world as a clerk in a general store at Springfield, when he was eighteen years of age, as when he was president of the Board of Trade, in 1876. In 1851, he was clerk, as stated; in 1854, he bought out the stock and good-will of this store; in 1857, he left the East, and removed to DuPage County, Illinois; and in 1858, removed to Chicago, establishing himself in the commission business at No. 247 Kinzie Street, and becoming a member of the Board of Trade, of which he is one of the oldest members, holding certificate of membership No. 1. In his connection with the Board, his career has been full of earnest labor in its interest, and official positions have resulted from a recognition thereof by its members. In 1868, he was made a member of the Committee of Arbitration; in 1872-73, he was a member of the Board of Directors; in 1874, he was second vice-president; in 1875, vice-president; and in 1876, president. In 1873, he was appointed by Governor Beveridge a member of the State Committee of Appeals on Grain Inspection, and in 1877, was elected a member of the Committee of Appeals by the Board of Trade, serving during 1877-78. In 1880, he was prominent as a promoter of the erection of the new Board of Trade building, at its present location; and, in 1881, was elected manager of the real estate interests of the Board in connection therewith. While acting in this capacity, he procured the vacation of the ground by the Common Council—as the building closes up LaSalle Street—and purchased the property, on behalf of the Board, for a quarter of a million dollars. Mr. Bensley was elected president of the Call Board, in 1881, and re-elected in 1882. He has been as enterprising and thrifty in his personal business, which has grown from his individual commission merchandising, in 1858, to the firms of Bensley Brothers—John K. and George E. Bensley—commission merchants in grain, flour, etc.; and Bensley Bros. & Co.—John K., George E. Bensley and Madison C. Scooby—live-stock commission merchants. In 1868, the operations of Bensley Bros. were extended into the live-stock interests. During the same year, he removed his residence to Hyde Park, and in that village, which covers thirty-eight square miles of territory, his abilities were recognized by his election as trustee in 1875, and re-election in 1876-77; during the latter two years, he was also elected by the trustees president of their Board. He then declined any further political honors, although he has always maintained his interest in politics and his working Republicanism, being at the present time (1885) president of the Oakland Republican Club. In the conservation of the interests of those for whom he acts, Mr. Bensley is alike energetic and untiring; as an evidence of which it is only requisite to adduce his reversionary in the matter of McGeech, Everingham & Co. In June, 1883, he was appointed receiver by the Court, and although the affairs of that firm were in apparently hopeless confusion, and there were twelve suits pending in five different States, he settled up their affairs in thirty-two days, collecting and disbursing \$5,250,000, thus enabling the firm to resume in three months after their suspension. In his personal life, Mr. Bensley is kind, genial and generous, and makes his home the haven toward which he looks after the tiring and exhaustive labors of his daily business career. He was married the second time, in 1863, to Miss Augusta L. Felt, daughter of Elijah Fuller, of Wyoming Co., N. Y.; they have two children, Martha S. and John K., Jr.

STEPHEN CLARY, the tenth president of the Board of Trade, was born in Jamestown, Montgomery Co., N. Y., September 25, 1814, and in 1824 removed to Geneva in that State, where he remained until 1829, receiving such education as the district schools afforded. At that time he entered the office of the Geneva Gazette, and remained there, as an apprentice in the printing office, until 1831. Being at that time an orphan, he accepted the invitation of relatives then living in Geneva, to return, and accordingly threw up his situation, abandoned his printing trade, and moved to Milan, Ohio, where he entered the mercantile establishment of Standart

& Hamilton. There he remained for six years, learning most thoroughly all the details of mercantile business. In 1837, he removed to Cleveland, Ohio, and engaged in the ship chandlery business until 1852, at which time he came to Chicago, as the manager of the Ogdensburg Propeller Line, afterward the Northern Transportation Company. In 1853, he became a member of the shipping firm of Mather, Clary & Co. The firm commenced the building of a line of canal-boats, vessels, and steamers, and, in 1862, when the war had closed the navigation of the lower Mississippi, they were prepared to do an extensive business in the transportation, by way of Chicago, of flour and other produce from St. Louis, seeking an eastern outlet. Mr. Clary became a member of the Board of Trade in 1853. As the organization grew in importance, he became one of its active and efficient members, and was also identified with nearly every effort for systematizing its work and laying the foundation of what has grown to be the most influential and powerful commercial association in the country. On the passage of the law which placed the inspection of grain and the warehouse business under State control, in 1871, Mr. Clary was appointed to the office of State Registrar of Grain Receipts. This office he occupied until the fall of 1873, when he resigned. During Mr. Clary's membership in the Board of Trade, he filled nearly every office of responsibility within its gift. He served as a director and vice-president in 1859-60, and in 1861, was elected president, holding that office at the breaking out of the war, and doing, without faltering, the full duties of a patriot, in the arduous and difficult position in which he was called to act. Mr. Clary is still a resident of Chicago, connected with the large wholesale stationery and printing warehouse of Brown, Pettibone & Kelly, and is active in the prosecution of his business duties in the city where he has spent the best years of a wonderfully energetic, efficient and useful life. Mr. Clary's surviving family consists of two daughters—Mrs. T. H. Brown, Jr., of Chicago, and Mrs. T. W. Ward, of Norfolk, Neb.

JOHN B. LYON, one of the oldest members of the Chicago Board of Trade, came to Chicago in August, 1858, and in that year purchased his membership for \$15. He was born in Canandaigua, N. Y., on April 16, 1829, and when he was but two years old his parents moved to Ashland County, Ohio, where he received his education in the common schools. When about fourteen he left school for a clerkship in a store, and, at the age of seventeen, he opened a general storage and commission business at Conneaut, Ohio. After becoming established in business on the Board of Trade here, he took a partner, in 1862, Mr. William Murray, with whom he operated for a year or two under the firm name of Lyon & Murray. In 1871 a co-partnership was formed between J. B. Lyon, George J. Brine and Thomas B. Price, with the firm name of J. B. Lyon & Co., but as the business association was not successful it dissolved in the fall of 1872, Mr. Brine withdrawing. A new partnership was formed in the spring of 1874, John B. Lester taking the place of Mr. Brine and the style of the firm being changed to Lyon, Lester & Co. In 1879, Mr. Lester withdrew, and the other partners continued under the style of Lyon & Co. to the present time.

ABNER M. WRIGHT, founder and senior member of the firm of A. M. Wright & Co., was born in Waterford, Caledonia Co., Vt., January 23, 1828. He received the advantages of the common schools of his native State and of Newbury Seminary, and emigrated to Ohio in 1848. He began business life for himself as teacher of mathematics in the Painesville Academy, and after a year's service became the principal, which position he held for two years. His ambition desiring a wider scope, he abandoned the profession. During the presidential campaign of 1852 he established a campaign paper at Painesville, in the interests of the Whig candidate, General Scott. At the same time he was telegraph operator for the O'Reilly Telegraph Company in that city. At the close of 1852, he moved to Cleveland, and kept books for two years for French & Co., the leading wholesale and retail dry goods house there. In 1854, he went to Freeport, Ill., and engaged in the Stephenson County Bank as bookkeeper, where he remained until he came to Chicago, in 1856. Here he obtained a situation, first as teller in J. M. Adsit's bank, where he remained three years. In 1859, he formed a partnership with J. H. Miles, in the grain commission business, and they soon after took Rollin Sherman into the company. In 1861, Dr. Jared Basset became a member of the firm, and soon after Mr. Miles withdrew. This company was dissolved in 1863, and a new business relationship established by Mr. Wright with Horace Burton, which existed, under contract, one year. June 20, 1860, Mr. Wright married Miss Helen S. Hickcox, the daughter of P. Hickcox, and in 1865 he entered into a co-partnership with his father-in-law, which, under the firm name of A. M. Wright & Co., has lasted to the present time. Mr. Wright is a prominent member of the Episcopal Church, and was a member of the vestry of Bishop Whipple's church, the Church of the Holy Communion; afterward a vestryman of the Church of

the Epiphany; and when the Reform movement was begun, he sided with Bishop Cheney and helped to organize the Reformed Episcopal Church of St. Paul's, Bishop Fallows, rector, of which he is a vestryman and senior warden. He was made a mason in Freeport in 1857, and is now a member of Oriental Lodge, No. 33. Having been a member in good standing for twenty-five years, he is now, according to their rules, an honorary member for life. He is a member of the Citizens' Association, and of the Illinois Club. He has been a Republican in politics for many years. In 1879, he was unanimously nominated—by acclamation—in convention, for mayor, but was defeated by Carter H. Harrison, by four thousand majority. Mr. Wright has three living children—Hallie, Charles H., and James N.

DAVID H. LINCOLN was born at Amesbury, Mass., on February 20, 1834, but when quite young was brought West by his parents, who settled in Racine County, Wis., where, until 1855, he attended school. He then came to Chicago, entering upon his business career, as a clerk in a grain commission house, and remained in that capacity for two and one half years; after which he started in the grain commission business for himself, becoming a member of the Board of Trade in 1858. During his business career here, he has been on all the different committees of the Board and has also been a member of Directory. He has also held the office of the first, and second vice-president, and in 1877, was elected president of the Board, which position he filled one term. Mr. Lincoln is a member of Covenant Lodge, No. 526. A. F. & A. M.

THE YEAR 1859-60.

The eleventh annual meeting was held at the beginning of the twelfth fiscal year, in April, 1859. The officers elected were: Julian S. Rumsey, president; T. H. Beebe and Stephen Clary, first and second vice-presidents; Seth Catlin, secretary. A proposition was made to the directors by John S. Newhouse, to lease the second story of a new brick block, then being built by him on the north side of South Water Street, to the Board of Trade, for the term of ten years, at an annual rental of \$1,250. The proposition was accepted, and during the year the hall and apartments were completed, and occupied by the Board. The number of members reported by the secretary was five hundred and twenty,* over one hundred new members having been admitted during the year.

REPAIR OF THE NORTH PIER.—The most important outside work in which the Board was engaged during the ensuing year, was the repairing of the north pier, which had been reported by a committee appointed by the Board "to be in such dilapidated condition that unless some action was speedily taken, the pier would be totally destroyed and the harbor shut up." The committee recommended the raising of sufficient funds to make the necessary repairs, by individual subscription, and that the work be done immediately. The suggestions of the committee were at once carried out; \$800 were raised, and \$700 were expended in repairs deemed necessary to save the harbor from destruction.

NEW ROOMS OCCUPIED.—On Wednesday evening, February 29, 1860, the Board took formal possession of its new rooms. Nearly five hundred persons were present at the ceremonies. The inaugural address was

delivered by the president, Julian S. Rumsey. He gave a most interesting account of the early struggles of the Board, furnishing detailed statements of the many ways in which the organization had, in the past, defended and advanced the interests and promoted the prosperity of the city.

The main room of the new chamber was ninety-five feet long, forty-seven feet wide, and eighteen feet in height, to which there were two entrances, one at each end of the hall. The ceiling was supported by girders, thereby obviating the use of columns. Convenient ante-rooms, two at each end, opened off of the main hall, fitted up for telegraph office, wash-room, secretary's office, and reading-room. Tables were arranged about the sides of the main hall, for the display of samples of grain, flour, seeds and other commodities offered for sale. The walls were frescoed, as the Chicago Tribune stated, "in a style and on a scale which entirely placed in the shade all the other institutions of the kind in the United States." The various devices were emblematical of the different branches of trade; such as a reaper, a loom, a phoenix



SOUTH WATER STREET, EAST FROM DEARBORN.

a canal-boat, a cattle scene, a propeller, etc. A highly colored eagle watched over the proceedings from his perch above the carved oak, semi-circular desk of the president, which stood on an elevated platform in the north side of the hall.

Among the older firms who participated in the business transacted in these new rooms, were the following:

B. ADAMS & Co.—In 1852, the firm of B. & J. Adams was formed, and the Adams Mills were erected between the river and North Water Street, and about eighty feet west of Dearborn Avenue. The buildings consisted of a four-story brick building, sixty by ninety feet in size, with an addition of sixty by eighty feet, in the rear. The mills were in close proximity to the track and the grain elevators of the Galena & Chicago Union Railroad. Their river front afforded equal advantages for receiving or shipping; the firm, in fact, besides being extensive manufacturers,

* The number of names appearing on the list of members in the secretary's annual report published February 3, 1859, was three hundred and seventy-three. A note at the bottom of the list says: "In giving the foregoing list of members, we have to apologize to those whose names are omitted. There are so many names in the books of the Board of persons who have died, left the city, etc., that until arrearages are paid, we do not know who wish to retain their membership."

were large shippers of flour and wheat to New York and Boston. By 1854, they were grinding one hundred and fifty thousand bushels of wheat and five thousand of corn, and had passed the Chicago Mills (Otage & Haines) in the strife for supremacy. The mills, at first, had four run of burrs, but afterward three more run were added. In 1850, James Adams died, and soon afterward Benjamin Adams received G. P. Adams into partnership, the firm name being changed to B. Adams & Co. In 1859, J. Q. Adams was admitted to partnership, G. P. Adams retiring in 1870. Until within a few years preceding the great fire, the Adams Mills continued to manufacture more flour than any other establishment of the kind in Chicago. When that wide-spread calamity came upon them, these, with five other mills, were swept away, the firm losing \$50,000 above insurance. During the last year of their existence, the Adams Mills manufactured 30,473 barrels of flour. The great fire was the means of dissolving the old firm of B. Adams & Co., which had stood staunch for so many years, each member of which has, since 1871, conducted a grain and provision business on his own account. About 1852, the Adams brothers became members of the Board of Trade, and are therefore among the oldest in that body. Previous to the fire, the grain and provision trade had been carried on, to some extent, by B. Adams & Co., J. Q. Adams also dealing somewhat extensively in real estate. Soon after the fire they took an office at No. 156 Washington Street, remaining there until 1881, when they removed to their present location. In their later individual business efforts, as in their former combined ventures, they have been uniformly successful, and stand to-day, after so many years of trial, among the most substantial members of the Board of Trade. They are from Hopkinton, Middlesex Co., Mass. B. and J. Adams were in a general jobbing business at Galena, Ill., before coming to Chicago, and J. Q. Adams came directly to this city after leaving his native place.

JAMES M. BRYANT, the head of the commission house of Bryant, McCampbell & Co., has been a successful business man all his life, and still continues in active work at the age of sixty-two. The house here is the main one of six connected institutions, dealing in stocks, grain, cotton, petroleum, provisions and coffee. At Louisville, Ky., the house is known as Bryant & Co., A. G. McCampbell, managing partner; at Kansas City, it is the same, with L. Stockton resident partner; at New Orleans, it is Bryant, Dudley & Co., William S. Dudley at the head; in St. Louis, it is Bryant Commission Co., with S. P. Croom managing partner; at Galveston, Texas, it is S. S. Floyd & Co., with S. S. Floyd at the head. The house here is composed of James M. Bryant, Amos C. McCampbell and E. S. Rowland, who is an active partner on 'Change and a very capable business man. Some idea of the extent of its joint business may be gathered from the fact that in one year, July, 1853-54, their operations aggregated \$300,000,000. Mr. Bryant is a native of Lancaster, Garrard Co., Ky., born on January 1, 1823. He was educated at the Lancaster Seminary; left school at the age of seventeen and entered the house of Henry Bell & Co., wholesale and retail dry goods dealers at Lexington, as salesman. He remained with them until 1846, when he returned to Lancaster, and entered into business with William H. Kinnaird. They dealt in general dry goods, under the firm name of Bryant & Kinnaird, until 1852, and then dissolved. He came to Chicago in 1854. From 1854 to 1857, he was engaged in loaning money and doing a general brokerage business, in the old Masonic building on Dearborn Street, with Robert A. Watts, under the firm name of Bryant & Watts. In 1858, he established a wholesale dry goods jobbing house at Louisville, Ky., under the name of Bryant, Harris & Barbee. This prospered until broken up by the Rebellion in 1861; after which he became associated with Moses Brown, under the firm name of Brown & Co., doing business in good securities, etc., until 1865. Returning to Chicago in 1865, he took the Bryant Block, and managed it up to 1868. In 1870, the present firm was formed here, and it has continued to do business on the Board of Trade up to this time. Mr. Bryant has been married twice. On July 1, 1845, at Lancaster, Ky., he was united in marriage to Miss Sarah W. Leavett, who died at Louisville in 1865, leaving four children, three of whom are still living. On September 4, 1866, he married Miss Roberta S. Edwards, by whom he has four children—all living.

A. G. McCampbell is a man of about thirty-seven years of age. He has had a successful business career, based upon experience in all the lines of commerce. He makes his home at Louisville, Ky., but he manages the business of Bryant & Co. He resided in Chicago from 1870-74, and is a member of the Board of Trade. Here, as well as in Louisville, Mr. McCampbell is regarded as an able man and one of the leaders in his present calling. The success of the Chicago business is largely due to his experience and energy.

HENRY ADAMS, JR., TOWNER, since 1857 a member of the commission and forwarding house of Rumsey Bro. & Co., now the oldest house on 'Change, was born in Batavia, Genesee Co., N. Y.,

June 14, 1832. He comes of old New England parentage, his father, Benjamin Franklin Towner, being a native of Connecticut, and his mother, Eliza Moore, a native of Pittsfield, Mass. He left school at the age of fourteen, and spent about five and a half years in the store of his uncle, Samuel C. Holden, coming West in the spring of 1852. On the first of May, 1852, he obtained employment in the commission house of Dole, Rumsey & Co., which, upon the retirement of Mr. Dole, became Rumsey Bro. & Co. In 1857, he became partner, and still remains an active member of the house. In 1856, Mr. Towner became a member of the Board of Trade. In 1866, he was elected director, serving two terms; and in 1869, was vice-president for one term. Before the great fire, he served four years as director of the Chicago Relief and Aid Society, but resigned when that great calamity compelled him to devote his entire time to his own affairs. He is a member of St. James Episcopal Church, and has been a vestryman and warden for nineteen years. On the 25th of January, 1858, Mr. Towner was married to Miss Theodora A. Turner, the daughter of John B. Turner. They have had four children—Elizabeth, Martha, Henry A., Jr., and John DeKoven.

JOHN CRIGHTON was born in Perthshire, Scotland, in 1824, where he received his education, and became imbued with the principles of undeviating rectitude which have distinguished his after life. He was married on May 12, 1849, to Miss Jessie Butters, at Edinburgh, and on May 17 of that year, he left the "land of the leal" with his young bride, making their wedding tour to this city, where they arrived August 3, 1849. Mr. Crighton shortly after became a clerk for Rumsey, Dole & Co., with whom he remained fourteen years. He was, in April, 1862, elected flour inspector for the Board of Trade, which position he filled for seventeen years; and has been a member of the Board of Trade for twenty-six years. The firm of John Crighton & Co., of which he is the senior member, was formed in March, 1881, his partner being Sanford A. Scribner. This firm succeeded the well known firm of Low Bros. & Co. Mr. Crighton resided in Chicago until May, 1887, when he removed to Elgin, where he has since lived, and where his wife died, on August 21, 1883. Mr. Crighton has the following children: Belle A., William J., Alice M., Helen J., and Jessie A.

First Grain Dryer.—In 1859, Sylvester Marsh and James W. Sykes erected the first grain dryer ever built in Chicago, on the site then known as the Carpenter packing house, and now occupied by James S. Kirk & Co.'s soap manufactory. The partnership ended within a year. Mr. Marsh is now president of the White Mountain Railroad, New Hampshire. In 1859, James W. Sykes established his present business at No. 142 South Water Street, under the firm name of J. W. Sykes & Co., which it has since maintained. While at No. 122 LaSalle Street, the great fire made a clean sweep of Mr. Sykes's property, and he was unfortunate enough to be among those who recovered no insurance. He resided, at that time, at No. 275 West Jackson Street, and there he at once re-established his office. As soon as the Oriental buildings, No. 122 LaSalle Street, were completed, he took office-room there. From there, he removed to the store, Nos. 101-103 Washington Street, and, in 1873, he removed to Nos. 108-112 Quincy Street, and probably would have been there yet, had not the rise in values, occasioned by the erection of the new Board of Trade building in the vicinity necessitated a change. Another removal, and the last, was made to the present location. Mr. Sykes has seen the seed business grow from its infancy into a great Eastern consumption and a large foreign trade.

JAMES W. SYKES was born at Great Falls, Strafford Co., N. H., May 1, 1833. His father, Richard Sykes, was a woollen manufacturer. James W. received his education at Worcester High School and Leicester Academy. About 1851, he went to Boston, and clerked in a flour, grain and seed store. There he remained until ill health brought him to Chicago in 1859, where, as has already been told, he founded the business of which he is still the head. While he claims no keen foresight as to Chicago's future greatness, he has abundant reasons to be satisfied with the choice he has made. For eleven years Mr. Sykes was a member of the New England Congregational Church, but since 1871 has been a member of the First Congregational Church, and for eleven years has been its clerk. He was married December 4, 1860, in Newton, Mass., to Sarah Jane, daughter of William H. Clark. They have four children: Mabel, Marion, Florence Winnie and Walter James.

CHARLES E. CULVER was born August 13, 1831, in Hopkinton, St. Lawrence Co., N. Y. His parents were of New England birth and of Welsh-English descent. He received his rudimentary instruction in the public and private schools of his native village and from the private tuition of a clergyman. He early acquired habits of industry, from being required, when not attending school, to work on his father's farm and assist in the business of a country store. After completing the higher studies at the St. Lawrence Academy, in Potsdam, N. Y., he decided not to enter college and

prepare for professional life, as his parents had desired, but to fit himself for a mercantile career. Accordingly, in 1850, he entered the service of Edward Lambert & Co., a wholesale silk and dry goods house in New York City, and later, accepted a clerkship with Golding, Leete & Co., in Potsdam, with whom he remained two years—receiving, during the last twelve months, the highest salary paid by those extensive dealers to any clerk in their employ at that or any previous time, viz., \$20 a month and board. In October, 1853, with the salary of the previous year at his command, young Culver started for Springfield, Ill., where he had friends. He arrived at Chicago; but his endeavors to find employment here being futile, he went to St. Charles, Ill. He there engaged with an old schoolmate in the purchase of grain. This business resulted, in the course of a few months, in his return to Chicago, where, in 1854, he founded, with his brother, B. F. Culver, the house of Culver & Co., which still exists. At the formation of the firm, Charles E. was resident partner at Chicago, doing all the business of the house at this point unassisted, and B. F. purchased and consigned grain from Princeton, Ill., to which point the Chicago, Burlington & Quincy Railroad had been recently opened. At present (1885), the firm consists of Charles E. Culver, his brother, George N. Culver, and nephew, Charles H. Hurlburt, the house being widely known for the extent and honorable character of its business operations. As a noteworthy fact, showing alike the growth of the grain trade of Chicago and of this particular firm, it may be mentioned that Culver & Co. have recently, in a single day, bought and sold more grain than were the total shipments from Chicago during the entire year of 1854—the year of the establishment of this house. Mr. Culver was elected a member of the Committee of Appeals—the highest tribunal of arbitration of the Board of Trade—while comparatively a new member of that body. In 1861–62 and 1873 he served as a director, and in 1871–72 as vice-president; being, also, during the latter year, a member of the Committee on Finance. From the vice-presidency, he was unanimously—less two dissenting votes—promoted to the presidency, serving one year from January, 1873. On retiring from the presidency, he received a complimentary vote that again made him a member of the Board of Appeals during 1875. At the first meeting held in the Exchange rooms, in the Chamber of Commerce Building, October 9, 1872, the celebration of the rebuilding and occupation of the new Chamber of Commerce, Mr. Culver, as first vice-president, presided in the absence of the president, Mr. Preston. On that occasion, Mr. Culver's response to the brief address by Daniel A. Jones, president of the Chamber of Commerce, giving to the Board of Trade formal possession of the new and beautiful hall, was a valuable contribution to the annals of the Board of Trade, both as to the past of the Association, and as marking an important step in the reconstruction of the "New Chicago." During the administration of Mr. Culver occurred the great financial panic that succeeded the failure of Jay Cooke & Co.; and it was, in part at least, owing to his good judgment and action that Chicago escaped the effects thereof, as did no other large city in this country. In view of the suspension of the New York banks, the closing of the Eastern Stock and Produce Exchanges, as well as the impossibility of the Chicago banks obtaining remittances for balances then due from New York, certain bankers of this city, and prominent members, urged a discontinuance of the sessions of the Board of Trade and an indefinite cessation of business on 'Change. President Culver vigorously opposed the proposition, and argued that to discontinue legitimate trading in grain would intensify the feelings of distrust, and would cause the suspension of every Chicago bank, while, by keeping open the avenues of trade, Chicago would soon receive, daily, hundreds of thousands of dollars for investment in grain and provisions, and that the banks would be strengthened thereby. On the day of the greatest excitement, a resolution for adjournment was prepared, and the president was requested to submit it immediately to the Association for its action. Fortunately, he secured a delay until a meeting of the directors could be held. At this meeting, it was agreed to recommend the Association to suspend the rules of the Board, and to adopt the following resolution (which was so adopted September 26, 1873, and rescinded by resolution, adopted October 1): "That all rules of this Board authorizing the Board of Directors to consider and act on complaints for violation of contract, be suspended, so far as such complaints are based on contracts for the delivery of property in future, made between the passage of this resolution and the further order of the Association; and further, that the Board shall not entertain complaints for the violation of contracts claimed to have been closed during the time above indicated, by reason of a non-deposit of a margin; provided, that this resolution shall in no case be held to apply to any trades made in settlement of existing contracts." The prediction of Mr. Culver was fully realized; for, during the next few days, the receipts of currency by express, at the banks of the city, exceeded \$4,000,000, most of which was for investment in property dealt in on 'Change. At the conclusion of

his term of office, President Culver closed the customary annual report of the Directors to the Association, in the following language: "The events of the year have not only proved the stability of our corporation, and tested the strength of our banks, merchants and manufacturers, but have also established the trade supremacy of our city. Notwithstanding the interruption of business incident to a period of general financial distress, the trade of Chicago, for the past twelve months, greatly exceeds that of any former year. The recent financial panic, entirely unexpected in its coming and in its severity, overtook the business men of this city in the height of the busiest season, and when, as a matter of course, they were most extended. The effect of the money crisis under such circumstances could not have been otherwise than serious. All cities and all interests suffered alike, but not equally. Whilst many an association similar in character to our own, was forced to succumb to the pressure of the panic, and was obliged to temporarily suspend business, this Board of Trade suffered no adjournment of its regular business session, and not one of its members was reported to have failed by reason of the panic. The certain and continued increase in the membership of our association, is but an illustration of the marked growth and prosperity of those interests that make up what constitutes the business, trade and commerce of the city in which we live." No member of the Board of Trade has labored more effectively than Mr. Culver in seeking to promote the high commercial character of that institution, and no member more fully enjoys the respect and esteem of his associates on the Board. Although he has filled many places of trust and responsibility, Mr. Culver has resolutely declined to be a candidate for political office.

C. MCCLAY CULBERTSON was born at Big Creek, Jefferson Co., Ind., August 5, 1819. He received his early education at the district schools, and when fourteen years of age went to Newport, Vermillion Co., Ind., where he completed his studies, and entered the store of his brother-in-law, J. Wilkinson, as a clerk. Subsequently, in 1838, Mr. Wilkinson's business being closed by his death, which occurred in 1836, he engaged with Daniel A. Jones as a clerk, and three years after became his partner. The partnership continued twenty-three years. In 1856, Mr. Culbertson removed to Muscatine, Iowa, where, with his partner, Mr. Jones, he carried on the packing business for one year. He came to Chicago in 1857, and immediately commenced the packing business on a most extensive scale. The firm of Culbertson, Blair & Co. was established in 1864, and for ten years was the leading packing-house west of Cincinnati. At the time of opening his establishment in this city, the whole business was in the crudest state. There was no defined standard for the cutting of hogs or cattle, and a barrel of pork or beef, whether branded prime, mess, or otherwise, meant little more than that there purported to be two hundred pounds of beef or pork in the barrel. The difficulties of devising standards and grades that would be accepted by the packers and acknowledged by the trade in Eastern and foreign markets, were well nigh insurmountable, as it covered the ground, not only of defining the grades, but directing as to how hogs and cattle should be cut to insure inspection. Mr. Culbertson was one of the earliest Chicago packers to attempt to bring order out of confusion in his line of business, and was the first to introduce resolutions on the Board of Trade for the adoption of a code, or set of rules, for the regulation of the packing, curing, and inspection of provisions. His resolutions were adopted. A committee was appointed, of which he was a member, to report a plan for the inspection of provisions. Their report was adopted, and is, to-day, with such amendments as experience and the changes in the trade have made necessary, the basis of a system of packing and a standard of provision inspection known and accepted wherever American provisions are sold. Mr. Culbertson became a member of the Board of Trade in 1857. He served as a director in 1864–65–66, and during his time of service, was the chairman of the committee on the inspection of provisions. He is still a member of the Board in uninterrupted good standing. He bought the nucleus of his present farm at the United States Land office, at Danville, Ill., in 1853, but continued actively engaged in the packing business until 1877, since which year he has devoted his attention to the raising of stock, having become known as one of the leading raisers of reliable blooded stock in the country. Mr. Culbertson was married December 1, 1842, to Miss Rhoda A. Rilliams, of Newport, Ind. They have six surviving children—two sons and four daughters.

THE YEAR 1860–61.

The twelfth annual meeting was held in the new rooms in April, 1860. At this time the members numbered six hundred and twenty-five, showing an increase of sixty five during the month since the Board had taken possession of its new rooms. The election

resulted in the following officers for the ensuing year : Ira Y. Munn, president ; Eli Bates and J. V. Farwell, first and second vice-presidents ; Seth Catlin, secretary ; and George Watson, treasurer.

SEVENTH ABROGATION OF RECIPROCITY TREATY.—In the early part of the year, strong exertions were made by parties whose interests would be somewhat advanced by the abrogation of the existing reciprocity treaty with Canada, to influence the authorities at Washington so as to accomplish the desired end. Under the treaty a most profitable trade in grain, flour and provisions had grown up between Chicago and other lake cities and the Canadas. Its proposed abrogation was deemed a direct blow at the prosperity of the West, and the Board took strong and vigorous grounds against it. A protest was drawn up by a committee, which was numerously signed by the members, and presented to the United States Senate by Hon. S. A. Douglas, and to the House of Representatives by Hon. J. F. Farnsworth. Copies of the protest were also sent to the Boards of Trade of other Western cities, where they were signed, and sent to Washington. The influence of this action was of sufficient weight to postpone the proposed rescinding to a later day ; when it was declared abrogated for National reasons which were, at the time, considered sufficient to preclude any opposition on the part of the intensely patriotic Board. Action was also taken favoring the construction of the Iowa Central Railroad, between Cedar Rapids and the Missouri River.

CHARITABLE AND HOSPITABLE ACTION.—Large sums of money were raised, and provisions and clothing donated for the relief of the sufferers by the great tornado which swept through parts of Iowa and Illinois about the 1st of June, destroying the crops, and rendering many homeless and destitute. Rev. Robert Collyer was chosen as the bearer of these contributions.

During the year, the Board showed that generous hospitality, which came naturally with its increasing prosperity and the more pretentious habitation which it had recently occupied. It entertained the delegates of the National Republican Convention, held in Chicago in May, and, during the summer and fall, delegations of merchants from Philadelphia, Montreal, and Quebec. Its hospitalities to the Philadelphians resulted in enlarged business connections between that city and Chicago. The friendships thus inaugurated were confirmed by an invitation to the Board to visit Philadelphia. The invitation was accepted, and, on January, 21, 1861, a large delegation of influential members of the Board, and other prominent citizens, set out to return the visit. These visits marked the beginning of business connections between the two markets, which have remained unbroken to this day.

THE YEAR 1861-62.

The thirteenth annual meeting was held in April, 1861. The members had increased to seven hundred and twenty-five. The treasurer's report showed a surplus on hand more than sufficient to meet the probable current expenses, and it was resolved to invest \$4,000 in Chicago City or Illinois State bonds. The report of the inspector showed the inspection, during the year, of five hundred and eighty-one cargoes of grain, comprising 8,255,669 bushels.

The officers elected for the ensuing year, were : Stephen Clary, president ; Clinton Briggs and E. G. Wolcott, first and second vice-presidents ; Seth Catlin, secretary ; and George Watson, treasurer. At this

meeting it was resolved that a committee be appointed to take the necessary measures to have the bar at the entrance of the harbor sufficiently dredged out to afford not less than fourteen feet of water.

THE WAR PERIOD (April, 1861, to April, 1865).—The history of the Board of Trade has thus far shown in its characteristic development no exciting phases. The work it had performed had been done in the peaceful by-ways of trade and commerce, with only an occasional episode sufficiently removed from the daily duties of its existence to show that its members represented the higher virtues of charity when called upon to act. Profound peace had reigned for a generation, and patriotism had taken a latent form, which gave but faint indication of the tremendous force it was to become when fairly aroused to action. The *amor patriæ* of the Board of Trade had been, through the preceding years of its life, circumscribed by the interests of trade. It had even eschewed local politics, and its interest in the country seemed, so far as its action indicated, limited by the horizon which bounded the commercial and mercantile prosperity of Chicago.

That the men of the Chicago Board of Trade were capable of bounteous and disinterested charity, had been proven. No appeal for the alleviation of suffering had ever failed to meet a generous response. But its patriotism was now to be tested, and its heretofore hidden virtues tried by the severest ordeal through which an association of its kind could be called to pass. Nearly every member was at that time a voter ; and each had his own ideas as to the policy of the Government. The Board had no leading political bias, so far as was evinced, either in the individual transactions of its members or by its corporate acts. It had already established a profitable trade in corn and provisions with most important southern points from Baltimore to New Orleans. The sudden breaking up of this rapidly-increasing trade, it was believed, would prove a serious blow to the business interests of the members of the Board.

The attack upon Fort Sumter and its abandonment to the Southern forces, April 14, 1861, broke the delusive spell under which the people of the North had hitherto been bound, and brought them to the sudden realization that threatened treason had at last culminated in open rebellion, and that a war for the destruction of the Republic had actually begun. From the hour the news reached the Board, until peace came again—through every vicissitude of the desperate conflict—it stood, the undaunted, unswerving and ready champion of the Union cause, giving without stint of men and money, and upholding the flag with unfaltering hand until the danger was passed.

THE BOARD-OF-TRADE FLAG.—On Wednesday, April 18, 1861, a most patriotic scene took place at the Board of Trade rooms. The following resolution was passed by unanimous and loud acclamation :

"Resolved, That the board of directors be requested to purchase an American flag, and cause the same to be hung from the rooms of the Board of Trade, as an emblem of our devotion to the glorious stars and stripes."

Captain Akhurst, of the firm of Akhurst & Douglas presented to the Board a flag-staff, from which the flag waved its defiance to treason until the war was ended.

WAR FINANCES.—At a mass-meeting, held at Bryan Hall, Wednesday evening, April 17, the Union Defense Committee was appointed, composed of A. E. Kent, Gurdon S. Hubbard, C. G. Walker, J. L. Hancock and P. Conly—all members of the Board of Trade, with the exception of Mr. Conly.

On Friday, the subscription list was presented on 'Change, and subscriptions to the amount of \$5,000 obtained from members of the Board. A member moved that the Board subscribe \$500, to be paid from the treasury. A discussion arose as to the legality of such subscription under the provisions of the charter, which was brought to a somewhat unexpected close by Charles H. Walker, Jr., who moved that the motion be amended so as to increase the subscription to \$5,000. The amendment was passed amid such uproarious applause as to completely annihilate all further objections as to the technical legality of the measure. The total amount raised at this meeting was \$10,000. This was the first of the many munificent donations of the Board which followed, increasing in amount with every new emergency that presented itself, until the war was ended.

DEPRECIATION OF SECURITIES.—With the additional task which the Board had cheerfully assumed, of doing its full part in sustaining the Government, and in which it then early took the lead, it did not abate its watchfulness and solicitude for the business interests of the city. The first outbreak was followed by a decline in all Southern State securities, many of which were owned by the Illinois banks, and held by the State treasurer as collateral security for the redemption of their bills. The banks holding a large proportion of such securities soon found them inadequate, under the constant decline, for the security of their outstanding circulation. While the bank issues, based on United States or Northern States bonds, remained at par, and were circulated at full value, those based on Southern stocks depreciated as the stocks declined from day to day. The currency soon became so completely deranged, as to threaten a general demoralization of business. The bills of the sound banks rapidly disappeared from circulation, while those which were distrusted were passed from one anxious holder to another, imperfectly performing the functions of money; not exactly discredited, as the State authorities were reluctant to risk the consequences of a peremptory call upon the unfortunate banks to make the sudden and unexpected depreciation in their securities good, but under a cloud of distrust, which showed in the premium required to convert them into gold or exchange on the East. This varied with the value of the various securities on which the bills were based, and the probable ability of the several banks to make them good. The banks published daily bulletins of the constantly changing values of the various State-bank issues, and the rates at which they would be taken on deposit or on payment for the day. The notes based on Northern stocks, were known as the "short list," those doing business on Southern stocks, as the "long list." "Short list" bills would buy New York exchange at from ten to fifteen per cent. premium; "long list" bills were from fifteen to seventy per cent. discount. The railroad companies, the Merchants' Association, and the lumbermen had also their private lists, all differing from that of the banks, and each differing from the other. The confusion which ensued was so serious an obstruction to business, as to call for some concerted action to avert the general suspension of business, which was imminent. The Board of Trade, as had become its wont in all emergencies, took the initiative steps toward bringing such order as was possible out of the confusion.

On Thursday morning, May 17, a full meeting was held at the Board of Trade rooms, to adopt some uniform policy, concerning the currency. A resolution, offered by Mayor Rumsey, was passed, to invite a con-

ference with committees, consisting of ten each, representing the following interests: the city banks, the country banks, the Board of Trade, the Merchants' Association, the railroads, and the lumber trade. The committee appointed on the part of the Board, were: J. S. Rumsey, Wolcott, Briggs, Fairbank, Houghteling, Kent, Randolph, Watson, McChesney, and Curtiss. A resolution was adopted, recommending that all advances heretofore made on produce should be settled in currency on the basis of the price of New York exchange on the day on which the money was paid. Another resolution, recommending that coin be adopted as the basis of future transactions, was voted down, on the ground that it would forestall the decisions of the conference committees before mentioned. The various committees met the following afternoon, and agreed upon a list of banks which should be taken at par, and another list which should be taken as currency, so soon as the banks therein named should make their securities in Northern and United States stocks equal to ninety cents. The result of the conference was reported at a meeting at the Board of Trade on the same evening, when, after long speeches from W. B. Ogden, Wirt Dexter, Hon. N. P. Banks, John C. Haines, and Stephen Clary, the report was adopted. Although the inconvenience arising from a depreciated currency continued until the bills were withdrawn, or driven from circulation, the action inaugurated by the Board, which resulted in a uniform valuation of the currency afloat, by the diverse business interests of the city, as well as the banks, restored confidence, and enabled business to be again conducted with comparative safety.

The pressing necessities for large sums of money to prosecute the war had, meantime, completely absorbed the resources of the Eastern banks and forced the Government to adopt what, at the time, was a measure new in the financial experiences of the country, and directly in opposition to the traditions and prejudices of the leading capitalists and bankers at the money centers. A bill was introduced in Congress, and passed, after much discussion and several amendments, which provided for the issue of \$200,000,000 in bonds bearing 7.3 per cent. interest, and also \$50,000,000 of demand-notes, in small denominations, bearing no interest, which should be a full legal tender throughout the United States for all debts, both public or private. The Board of Trade indorsed by resolution the proposed issue of treasury notes, and telegraphed to the Illinois representatives in Congress, recommending that a bill should pass immediately making such notes legal tender. The Board also passed resolutions condemnatory of the act passed by the State Legislature entitled, "An act to establish a general system of banking upon a specie basis." The ground of its objection to the act, as stated, was that it tended to the aggrandizement of the commissioners and their friends in preference to the general welfare of the people.

The Board evinced its continued solicitude for the Canadian Reciprocity treaty by presenting to Congress the following memorial:

"The Board of Trade of the City of Chicago, Illinois, would respectfully remonstrate against any action suspending or repealing that treaty between the United States and Great Britain, known as the reciprocity treaty, believing that its repeal or abrogation would materially affect the producing interests of the Northwest."

It also sent a committee to Washington, bearing petitions and a memorial to Congress, praying for the enlargement of the Illinois and Michigan Canal.

NEWS OF FIRST VICTORY.—On February 17, 1862, the news of the first great victory of the war, the cap-

ture of Fort Donelson, was announced on 'Change, at the opening of the noon session. No business was attempted. The whole Board was resolved into a war meeting, and the doors thrown open to every rejoicing patriot who could crowd into the hall. The Board was called to order for business—war business only. It is unnecessary to portray the scene of uproarious confusion amidst which it managed that day to do its patriotic and efficient work.

The first, as recorded, was the passage, amid deafening and long continued cheers, of the following resolutions:

"Resolved, That this Board hears, with pride and heartfelt thanks, the glorious news of the success of our troops in the capture of the rebel stronghold, Fort Donelson. That we tender the thanks of this Board, also of all loyal citizens of our city, to the commanding officers and their commands, for their triumphant efforts to plant the stars and stripes over the same, and that we do particularly thank our gallant battery, Co. "B," Chicago Light Artillery, for their daring and successful courage, displayed on the fields of Frederickton, Belmont and Fort Donelson.

"Resolved, That the president of this Board be requested to forward these resolutions to the commanding officers of the expedition, and a copy to Captain Ezra Taylor, Chicago Light Artillery, Co. "B."

E. W. Blatchford gave the history of the struggles and trials of the loyal merchants of St. Louis, where the disloyal element had for a time held almost entire control of the business interests of the city, and announced the formation there of the Union Merchant's Exchange of St. Louis, every member of which had subscribed to an unconditional oath of allegiance to the Federal Union, and pledged himself "to discourage and forever oppose secession, rebellion, and disintegration of the Federal Union." The right hand of fellowship was extended to the stout-hearted merchants of St. Louis, who were thus faithful in the very den of secession, in suitable resolutions, which were presented by Mr Blatchford at the close of his speech, and unanimously passed.

Following this, a committee of four was appointed to act in concert with the people and the Sanitary Commission, as a Relief Committee, which was constituted as follows: N. K. Fairbank, A. E. Kent, N. D. Hough-teling, and Gurdon S. Hubbard; and \$675 were paid on the spot for the purpose above indicated.

REPROVING SOUTHERN SYMPATHIZERS.—Many of the prisoners taken at the capture of Fort Donelson were sent to Springfield and Chicago, to await exchange. The first installment reached Chicago on the 18th. Among the officers were several from Southern cities who, previous to the war, had had business relations with Chicago and were well known in social circles. Instead of being treated with the proper spirit which their recreancy would seem to merit from all loyal people, these officers were being cordially received, hospitably entertained, and otherwise lionized by some of their former friends. These rumors were peculiarly exasperating to Chicagoans who mourned, as the price of victory, many a gallant father, son or brother who would never more return to them. The indignation of the members of the Board found expression in a set of resolutions, passed at its session on the 20th of the month, presented by Ira Y. Munn. They were as follows:

"Whereas, Our Government has been pleased to place among us a large number of prisoners belonging to the rebel government, it is our duty, and we doubt not the wish of the citizens of Chicago, to see that they are well fed and cared for; but we can not but feel that in view of the dead, of the suffering wounded, of the broken and crushed hearts among our own people, caused by the late battle, grown out of this unholy Rebellion, it is earnestly our duty—a duty we owe to ourselves as well as to our Government—that the officers, as well as the privates now prisoners among us, should

receive such attention at our hands as humanity alone would dictate. Therefore,

"Resolved, That this Board frowns upon and condemns any attempt to make 'lions' and 'distinguished visitors' of any of the prisoners now among us.

"Resolved, That we recommend to the citizens of Chicago to abstain from offering to any of the prisoners now here, or who may hereafter arrive, those polite and marked attentions that make them heroes in their own eyes, to the manifest degradation of ourselves.

"Resolved, That we believe many of the privates among our prisoners are honest and true men, but have been deceived by their designing and contemptible leaders. To all such who will give evidence of honesty and loyalty, we will extend the right hand of brotherhood."

Thus the staunch-hearted merchants maintained their Union principles and resolved not to allow even the appearance of sympathy for the Rebellion to exist in their midst.

It is now necessary to glance at the personnel of some of the men who were so ably sustaining the Union cause, Federal credit and Chicago's commerce during this crucial epoch of our national history.

One of the oldest firms in the city, doing business on the Board, is that of

HOUGH & Co., which is lineally descended from the firm of R. M. & O. S. Hough. In 1839, Oramel S. and Rosell M. Hough were with Sylvester Marsh, and the directory for 1845 states that O. S. Hough was a butcher, and R. M. Hough foreman at Wadsworth, Dyer & Chapin's packing-house. In 1848-49, Oramel S. Hough was foreman at Wadsworth, Dyer & Chapin's; and the beef packed by him and exported to England met with such a favorable sale, that, in 1850, O. S. & R. M. Hough built a packing-house, and commenced the business on their own account. This firm obtained a large contract for supplying beef to the English troops in the Crimea during the Russian war. They were very successful, and met with no reverses until their packing-house was destroyed by fire in 1856; they, however, rebuilt it the following year near Halsted-street bridge. In 1856, R. M. Hough sold out his interest to C. J. Renshaw and Charles Seaverns, and the firm name was Hough & Co.; Rosell M. Hough being at this time a member of the firm of Hough, Hills & Co., soap and candle manufacturers, Newberry C. Hills being the other partner. In 1857, the directory gives Oramel S. Hough as the packer; and in 1858, the firm again became R. M. & O. S. Hough, continuing under that designation until 1862, when the packing-house was known as the Chicago packing-house, and the Chicago firm Worster, Hough & Co.—comprising John Worster and Cyrus Dupee, of Boston, Mass., A. Worster and R. M. and O. S. Hough—and the corresponding firm in Boston being Worster, Dupee & Co., and in New York, Cyrus Dupee & Co. This association continued until 1865, when the old firm of R. M. & O. S. Hough was reconstituted, continuing until 1867. In the year 1866, Albert J. Hough was bookkeeper and Charles J. Hough clerk for the firm, and the packing-house was located on the west side of Lime, near Halsted Street. In 1867, the firm became Jones, Hough & Co., comprising Daniel A. Jones, R. M. Hough, Oramel S. Hough and Charles L. Raymond; the Houghs also being interested in the lumber firm of Hilliard, Pierce & Co., composed of Laurin P. Hilliard, L. H. Pierce, Oramel S. Hough and Daniel A. Jones, and of which lumber firm Walter C. Hough was bookkeeper. In 1868, the packing firm remained the same, except that R. M. Hough retired. In the same year, Mr. Jones retired from the lumber firm. In 1869, D. A. Jones and C. L. Raymond retired from the packing firm, and started the firm of Jones & Raymond. In 1869, the lumber firm was named Hilliard, Pierce & Co., and comprised L. P. Hilliard, L. H. Pierce, O. S. Hough and S. A. Hilliard. In 1870, the lumber firm continued as in the preceding year, but the packing firm was changed to O. S. Hough & Sons, and comprised the senior partner and Albert J., Charles H. and Walter C. Hough. In 1871, the lumber firm was Hilliard, Churchill & Co., and comprised L. P. and S. A. Hilliard, Oramel S. Hough and W. L. Churchill; and the following year Mr. Hough withdrew from the lumber business. The firm of O. S. Hough & Sons continued until 1872, when the packing-house was torn down, and an elevator, called the Chicago & St. Louis Elevator, built on its site; and the firm operating it were R. M. & O. S. Hough & Co., the company being Albert J. and Charles H. Hough. O. S. Hough & Sons were also the company in the packing-house of Lees, Hendricks & Co., and re-established the packing business on their own account—Albert J. and Charles H. being the sons. During 1874, the firm of O. S. Hough & Sons comprised the senior partner and Charles H. and Walter C. Hough; Albert J. Hough being a member of the firm of Barter

& Co. (Thomas O. Barter and Albert J. Hough) ham-curers. In 1875, the firm name was changed to O. S. Hough & Son (Charles H. Hough), Albert J. Hough being a provision dealer, and Walter C. Hough a broker. In 1876, Oramel S. Hough died, and in 1878, the present firm of Hough & Co. was inaugurated—Albert J. being the principal partner, and his brothers, Charles H. and Walter C., the company. This company is still in existence, and is the proprietor of an excellent reputation for energy, business enterprise and fair dealing that has made it widely known and that is a fitting and honorable characteristic of a house of such long standing. The present members of the firm were all born in Chicago.

TOBEY & BOOTH.—The oldest, as well as one of the largest, packing-houses in this city, is that of Tobey & Booth, which was established, in 1852, by Orville H. Tobey and Heman D. Booth. At that time there were only four other packing-houses in Chicago. In the spring of 1846, Orville H. Tobey arrived in Chicago. In 1851, he commenced packing beef. In the following year he formed a partnership with Heman D. Booth, and commenced business at the corner of what is now known as Eighteenth and Grove streets, but which was then out on the prairie, and away from the business portion of the city. The first packing-house was cheaply put up, as the proprietors thought that the authorities would not let them remain in so close proximity to the business part of the town, owing to the obnoxious odors unavoidable about slaughtering houses. The building was a frame structure, 40 by 130 feet. They handled nothing but cattle for a number of years, and packed only in the winter seasons, until the summer of 1857. They employed forty men, and slaughtered one hundred and fifty cattle a day. The product found a ready sale in the domestic market, and the business gradually increased, until it became necessary to erect more substantial and larger quarters. In 1857, they tore down the old building, and put up a much better structure on the same spot, 30 by 130 feet in size, with an "L," fifty feet in width. Upon the completion of this, they commenced slaughtering hogs and curing meats in the summer season. They discontinued handling beef and commenced packing pork for the foreign markets. In 1862, they enlarged their packing-house to its present dimensions, 260 feet frontage on Grove Street and 150 feet on Eighteenth. Upon the completion of the enlarged quarters, they were only enabled to handle one hundred and fifty hogs a day during the summer season, but now that they have their work so systematically arranged, in addition to modern conveniences, that they have a capacity for handling one thousand two hundred hogs a day, and in winter two thousand. In 1863, they erected a brick building on the northeast corner of Grove and Eighteenth streets, opposite the packing-house, which is ninety feet wide and two hundred feet long. This was used for several weeks after the great fire of 1871, as a distributing depot of the provisions and supplies sent in from abroad for Chicago's homeless and destitute people. It is now the jobbing and retail department of Tobey & Booth, and a portion is used for making all kinds of minced meats. The arrangements in and about their packing-house are complete in every particular. The firm makes a specialty of preparing meats for export, and has handled three hundred and seventy-one thousand hogs annually. The firm is composed of Orville H. Tobey and Mrs. Elizabeth W. Booth, relict of Heman D. Booth, who died in 1872. E. P. Tobey, a son of the senior member of the firm, has been superintendent of the packing department since 1861.

ORVILLE H. TOBEY is one of the oldest business men of Chicago, and has been in the packing business for thirty-four consecutive years. He was born at the town of Sharon, Lycoming Co., Conn., March 13, 1814. He resided in his native town and attended school until he was seventeen years of age. He then went to New York City, and engaged in the mercantile trade, where he remained until 1846, when he came to Chicago. During the first year or two after coming here, he worked by the day in a packing-house. He afterward opened a meat market on Randolph Street, a few doors east of Clark Street; and upon the completion of the Market Building on State, between Randolph and Lake streets, moved thereto, and kept a meat-stall for some time. In the fall of 1850, he took charge of the packing-house of Wadsworth, Dyer & Chapin, and worked for them during that season. In 1851 he commenced packing beef on his own account, and his packing-house was located at Twelfth-street Slip. In 1852, he associated with him Heman D. Booth, and they commenced the packing business at the corner of Grove and Eighteenth streets. Mr. Tobey is still active in the management of the business. Mr. Tobey was married in New York City, in 1835, to Miss Mary Williams. Their children are Mrs. Elizabeth W. Booth, of Chicago; Mrs. Abbie C. Rood, of New York City; Edgar P. Tobey, of Chicago; John A., William W. and Frank H., who are residents of New York City. Mr. Tobey has for many years been a member of the Calumet Club, and also belongs to the Washington Park Driving Club.

ASA DOW was born in Hopkinton, Merrimac Co., N. H., September 20, 1823. With his father, Amos Dow, he moved to Cass County, Mich., in 1831, where, in 1847, he began business in

general merchandising, with his brother, S. E. Dow. In 1849, he crossed the plains to California, where for six months he followed mining pursuits, and then once more entered the mercantile field, and, continued therein twenty-two months. He returned to Michigan, where he followed merchandising in connection with the grain and provision trade. In 1855, he located in Joliet, Ill., where he followed the grain and provision business, until April 1, 1858; when he came to Chicago, and at that time became a member of the Board of Trade. Mr. Dow has, during this period of twenty-six years, been prominently identified with the grain and provision trade. For the first two years, he was a member of the firm of Dow, Hurk & Co., and, from 1860 to 1873, of the well-known firm of Dow, Quirk & Co., since which latter year he has operated entirely on his own account. He was also for three years connected with the extensive packing firm of B. F. Murphey & Co. Mr. Dow has always taken an active interest in the management of the Board of Trade, was a member of the Committee of Appeals, several terms, also a member of the Board of Directors; was vice-president for one term, and, in 1879, was elected president, serving his term until 1880, with credit to himself and the Board of which he has so long been a member.

ENOCH B. STEVENS was born in Livermore, Androscoggin Co., Me., March 23, 1830. He came to Illinois in 1843, settling first in Quincy, where he received his education, and learned telegraphy, and afterwards was, for four years, the manager of the Cornell Line. He came to Chicago in 1850, and became a member of the Board in 1854, at which time he embarked in the grain business. He subsequently became largely interested in warehousing, and was, from 1866 to 1881, a member of the well known firm of Vincent & Co. The grain commission firm of E. B. Stevens & Co., still in existence, was organized in 1859, and has done business uninterruptedly since that time, being now one of the oldest grain firms in the city. As a member of the Board of Trade, Mr. Stevens has been honored with many positions of trust and responsibility. He has served as a director, and as a member of both the Committees of Arbitration and of Appeals. He is an enthusiastic member of the Masonic fraternity, having honorably attained to the highest degrees that can be conferred in America. He was first made a master mason in the Oriental Lodge, No. 33, A. F. and A. M., in April, 1851, of which he is still a member, and of which he was worshipful master in 1856-57. He became a member of Lafayette Chapter, No. 2, in 1854, of which he was high priest in 1861. In 1854, he also became a knight templar, and a member of Apollo Commandery, No. 1. In the encampment he has filled every office up to, and including, that of Generalissimo. He has received all the Scottish Rite degrees, the 33rd being conferred in Boston, in April, 1866. Mr. Stevens was married in Chicago, in 1854, to Elizabeth, daughter of Charles Larmine, who settled in Chicago, in 1849. They have seven children.

NATHANIEL T. WRIGHT was born in Oneida Co., N. Y., in October, 1835, and came West with his father, Thomas G. Wright, in 1837. They passed through Chicago and located in Kendall County, Ill., where Nathaniel was reared on a farm. In 1856 he went to St. Paul, Minn., and in the fall of 1858 came to Chicago. In April, 1859, with G. T. Beebe, he established the firm of Wright & Beebe, and carried on a large commission business for over fourteen years. Mr. Wright subsequently became connected with the Northwestern Malt Company, with which he served three years as president, when he sold out his interest. On November 1, 1879, he joined Charles T. Nash, and formed the firm of Nash & Wright, which, in 1883, changed to Nash, Wright & Co., the company being Thomas D. Wayne, Jr., and which firm is virtually the successor of the old firm of Wright & Beebe. Mr. Wright has been a member of the Board of Trade since early in 1859, purchasing at that time a membership for \$5. He has, on several occasions, refused to accept a nomination for an office in the management of the affairs of the Board, but in 1883, was prevailed upon to accept, and was elected a member of the Committee of Appeals.

P. MORAN is a native of West Ireland, where he was born in 1833. He was for about two years before emigrating to America engaged in the grocery and bakery business. He arrived in America, in June, 1853, and in August, of that year moved to Ohio, and entering the employ of J. C. Dow, of Hudson, learned the business of making butter and cheese. He was frequently sent by the dairymen and dealers of the place to points farther west to sell their products, and as their agent, visited and opened a dairy trade at Toledo, Detroit, Chicago and at points on the Mississippi River as far north as St. Paul. In the interest of the dairymen and dealers of the Western Reserve, he removed to Chicago in 1857, and opened a small commission house on South Water Street, exclusively for the sale and purchase of butter and cheese. He received most liberal patronage in Chicago, and built up an extensive trade throughout the West. In 1858, his former employer, J. C. Dow, came to Chicago and entered into a partnership with him in the business he had established. Besides Mr. Dow, Mr. Moran con-

nected himself in the business with M. A. Devine and I. H. Wanzer and started two cheese factories and creameries—the first in the West; and this firm may therefore claim the distinction of being the pioneers in the business which has now grown to be one of the most extensive and important in the great Northwest. The style of the firm was Dow, Moran & Co. The business of the firm increased rapidly, much of the Western Reserve dairy business being transferred to Chicago and to the house of Dow & Moran. At the time of the fire theirs was the leading dairy house in the Northwest. Their orders came from as far East as Boston and as far South as New Orleans, while their consignors embraced leading dairymen and manufacturers in Illinois, Wisconsin and Iowa. The great disaster swept away the property, stocks, books and accounts of the firm. Insured in home companies, which went down in the general ruin, the calamity left little for Mr. Moran but his real estate, covered with ashes, and his integrity and pluck, unimpaired. The story of his recuperation is as honorable as it is short. He refused the offer of his creditors to accept a dividend of fifty per cent. on their claims, and, within three years after the fire had paid them all in full, with ten per cent. interest. Mr. Moran may well be proud of the record here made; that, through all the vicissitudes of trade, he has kept his faith on every contract he has ever made, and that the cloud of bankruptcy or repudiation throws no shadow over his business career. In 1876, Mr. Dow sold out his interest to Mr. Moran, and shortly after the style of the firm became P. Moran & Co. His present partners are A. E. Woodhull and I. R. Lang. After a life of over a quarter of a century, this is one of the solid firms of America in the business with which it has been so long identified. In 1879 it had branch houses in Liverpool, England, and in New York, but since that year has found an ample outlet for its trade in orders received from all parts of the country at their central point in Chicago. Mr. Moran has been a member of the Board since 1858.

ROBERT WARREN was born in Ireland, and early in life emigrated to Canada, from whence, in 1857, he came to Chicago. In 1853, he entered the employ of Hugh McLennan, and remained seven years. He then formed a co-partnership with W. P. McLaren, under the firm name of McLaren & Warren, maintaining offices in both Chicago and Milwaukee, Mr. Warren being in Milwaukee and Mr. McLaren in Chicago. In 1863, this partnership was dissolved, since which time Mr. Warren has conducted his business alone, under the name of Robert Warren & Co. The office of the company was in the Board of Trade Building until 1869; it was then in the Mercantile Building until the fire of 1871; was after that removed to a small room on the West Side; and upon the completion of the Farwell Building, on Market Street, moved into that building. At the end of one year it was moved to its present location. Mr. Warren has been for the most part engaged in exporting flour and grain, and was, from 1869 to 1881, one of the largest, if not the largest, exporters of these products doing business in Chicago, having shipped as much as two million bushels of grain in a month from different cities in the United States to Europe. He is also largely interested in the provision trade. Mr. Warren has experienced the day of small things in his mercantile career, and therefore, by his industry, perseverance, and integrity, has built up an immense business, and an individual reputation that is one of the best among the commercial magnates of our city. He is vice-president of the International Packing Company, and is owner and manager of the old packing business of Davies, Atkinson & Co. He has been a member of the Board for the past twenty years, and has filled such positions as director and member of the Committees of Appeals and of Arbitration.

JAMES VAN INWAGEN was born in Fairville, N. Y., June 1, 1837, and came to Chicago in 1854, and became junior partner in the commission house of Van Inwagen & Co. in 1856, his father, now deceased, being the senior member of the firm. He was associated with Samuel T. Atwater in the insurance business from 1857 until ten years later, during which time they organized the Traders' Insurance Company of this city; they also represented a number of Eastern insurance companies. In 1867, Mr. Atwater retired and Mr. Van Inwagen carried on the insurance business alone. He also succeeded to the secretaryship of the Traders' Insurance Company, which was subsequently merged into the Merchants' Insurance Company, an older local company. Mr. Van Inwagen continued to follow the insurance business until the great fire, which ruined the companies he was representing. In 1872, he resumed his former grain commission business on the Board of Trade. The firm of Van Inwagen & Hamill was established in 1875, and did a very large commission business for several years—Mr. Van Inwagen retiring therefrom in 1882, but continuing identified with the grain trade. He has been a continuous member of the Board since 1862, and has also served as a director, retiring from that position January 1, 1884. He has been prominent in the promotion of local musical art, and was president of the Apollo Musical Club for several years. He is now (1884) director of the Calumet Club,

Washington Park Club, Central Music Hall Company, and the Chicago Musical Festival Association.

DANIEL F. BAXTER was born in Quincy, Mass., in 1830. He removed to Boston in 1842, and engaged, during the succeeding two years, in the retail grocery business. In 1844, he entered the employ of Pulser & Co., an extensive packing firm, having their leading business in Boston, with branch establishments in the West. In 1849, he took the superintendency of their branch house at Vincennes, Ind., and thereafter, for five years, spent six months of each year, during the packing season, at that point. In 1854, he severed his connection with that firm; in November of that year, came to Chicago, and, early in 1855, became a member of the Board of Trade, for several months engaging in local business upon the Board. In the fall of 1855, he formed a partnership with George Webster, under the firm name of Webster & Baxter, for carrying on a commission business in grain and provisions. They built up an extensive trade in dressed hogs, and during the last two years of the war did an enormous business in supplying forage to the Government. The firm became extensively known throughout the country as one of the largest and most reliable in their line of business, shipping as high as twenty-two cargoes of grain a day. In the fire of 1871 they were burned out, Mr. Baxter losing upwards of \$150,000. Shortly after the fire he recommenced business, dealing almost exclusively in rye, which he has continued up to the present time, increasing it from year to year, until it has reached the enormous proportions of 12,000,000 bushels of rye per annum, cash and options. He was for two years a member of the Committee of Arbitration of the Board, and served two years on the Committee of Appeals.

JULIAN KUNE is a member of the Board who has quite a romantic history. He was born on July 10, 1831, in Bellenyes, Hungary, and received a collegiate education, attending the university at Szarvas. When the Hungarian rebellion broke out, he enlisted in the Honvéd army, and served through the war. His company left Hungary in July, 1849, by way of Rotherthurn. After a severe battle between the garrison of that post and the Russians, under Lueders, they had to lay down their arms to the Turkish garrison stationed at the Wallachian frontier town, opposite Rotherthurn. The Russians surrounded their camp and insisted upon leading them away as prisoners of war, but the firmness of their Turkish protectors saved them. They were afterward marched under guard through Wallachia to Kalafat, opposite Widdin; at the latter place they met Kossuth and thousands of other refugees, who had escaped, after the memorable surrender at Vilagos, into Turkish territory. After spending some time in Widdin and Schumla, they were transported, some with Kossuth to Kutayah, Asia Minor, and others, including Kune, to Aleppo in Syria, with General Bem at their head. There they were nominally enrolled into the Turkish army with full pay as officers, according to their rank, but in fact they were political prisoners under the surveillance of the Ottoman government, and, by the joint agreement between the leading European powers, were allowed full liberty to go and come wherever they pleased within the boundaries of the city. While there, the great Christian massacre took place at Damascus and throughout Syria. They were all confined for over two weeks in the barracks, until aid came, and over two thousand Arabs and Bedouins were slain by the Turkish army. While in Aleppo, Mr. Kune was sent by the governor, under escort, to Damascus on a mission to the governor of Syria. The journey across the desert lasted about two weeks and was very dangerous on account of the many hostile Bedouin tribes they had to pass. Mr. Kune left Syria in November, 1851, for Egypt, thence to Algiers, Morocco, Gibraltar, Malta and England, where he arrived in February, 1852. Arriving at New York in the clipper "Cornelius Grinnell," May 1, 1852, he immediately went to work in an ammunition factory or arsenal, and was there five weeks when the factory had to close on account of lack of funds. He next found work in a clock factory at Bristol, Conn., remaining there until the latter part of 1853, when he removed to Hartford and engaged in teaching French and German, both in private families and at the Normal School in New Britain. He also had classes in Springfield, Mass., and at Chicopee, Mass. In the fall of 1855, he came to Chicago, and went into the law office of Scammon & McCagg. A few weeks later, he entered the employ of the Marine Bank, and staid there until 1860, when, at the solicitation of the State and United States campaign committees, he stumped the States of Illinois, Indiana and Michigan for Abraham Lincoln. After the election of Lincoln, he was elected assistant enrolling and engrossing clerk of the Senate. When the call was made for troops, after the firing on Fort Sumter, he was offered a commission in the regular army, but as he was engaged in organizing a regiment in Chicago he declined the offer. After the acceptance of the regiment by the Government, he was elected its major. Unfortunately, dissensions and secret plottings on the part of some of the officers caused him to resign in 1862; and although Governor Yates offered him the command of another

regiment, the state of his health, which had been impaired in former campaigns, decided him to give up the path to glory, and enter the one leading to wealth. So, in 1862, he became a member of the Chicago Board of Trade, where he has since continued to be, with the exception of about four years while he was traveling in Europe. During part of the interval alluded to he was South Side City Assessor in 1868. He also visited Europe several times between 1869 and 1873. While in Hungary, on a visit in 1870, the Franco-Prussian War broke out. Horace White, chief editor of the Chicago Tribune, sent him a cablegram asking him to follow the Prussian Army as the Tribune war correspondent. He accepted, and went through the campaign until the fall of Paris, when he returned to Chicago and resumed his business on the Board of Trade as receiver of grain. His specialty has been the barley trade, in which he is still engaged. He has an elevator and warehouse on the corner of Eighteenth Street and Stewart Avenue and handles from three hundred and fifty thousand to four hundred thousand bushels of barley, during the season, shipping it to all parts of the United States. He also deals largely in oats, corn and mill-stuffs. Mr. Kune was married on June 23, 1861, to Miss Galloway, of Chicago, and has three children.

JOSEPH W. PRESTON was born at Warsaw, Genesee Co., N. Y., August 31, 1833. In 1836, his father, Isaac Preston, moved, with his family, to Kane County, Ill., where Joseph W. passed his boyhood, and received his education. After leaving school, he followed mercantile pursuits, in various places in Illinois, until 1852, when he went to Oregon, and remained three years, employed on the United States General Survey, in that and Washington Territory. Returning to Illinois, in 1856, he embarked in mercantile and grain business, at Alton, in partnership with Harmon Spruance, the firm being Spruance & Preston. In August, 1861, the firm moved to Chicago, and, until 1864, carried on business under the old name, when it was changed to Spruance, Preston & Co.; the latter partnership being dissolved in July, 1876. From 1877 to 1881, Mr. Preston was in partnership with E. H. Lahee, and has been, since that time, with O. H. Roche. He became a member of the Board in 1861, and was elected president of that body in April, 1871, performing the duties of the position, which, during the year of the fire, were especially responsible, with such efficiency and faithfulness that he was re-elected, in the spring of 1872. Mr. Preston was one of the directors of the Board, in 1868-69, and in 1869-70, was on the Committees of Membership and of Cemeteries. He was married in Alton, Ill., to Miss Anna Clawson and has three children.

SAMUEL W. ALLERTON, one of Chicago's millionaires, commenced life as a farmer's boy, in Northern New York. That rugged region had few charms for him, and before he was twenty, he began to look upon the Great West as the land in which he would try his fortune. In 1853, when he was scarcely twenty, he settled in Southern Illinois, and engaged in buying and shipping hogs. In this he had varying success, but at last his untiring industry began to tell, and he commenced to accumulate money. In 1860, he enlarged operations, by making Chicago his headquarters, and here at the stock-yards he could be found, early and late. Year by year he added to business operations, becoming interested and a large owner in the cattle-yards at East Liberty, near Pittsburgh, and in those at Jersey City. He also has a packing-house at Chicago, a ranche in Nebraska, and a farm in Southern Illinois. Mr. Allerton is a man full of charitable deeds and kindnesses, is easily approached, and never turns a deaf ear to the worthy.

IRA S. YOUNGLOVE was born in Vernon, Vt., November 10, 1835, the son of Ira and Feronia (Johnson) Younglove. He attended the common schools of Vernon during his earlier years, and afterward became a pupil in the schools of Fitchburg, Mass., whither his family had moved at the time he was seven years of age. He left school at eighteen, and for three years worked at the carpenter's trade, and also at chaimaking. In 1856, he came to Chicago, and for one year was a clerk for A. G. Garfield, a hardware merchant. In 1858, he went to Mobile, Ala., and was employed as a bookkeeper until 1861, when he was obliged to journey northward, on account of the hostilities occasioned by the civil war. Returning to Chicago, he again entered the employ of A. G. Garfield, and remained with him until August, 1862, when he was engaged by A. E. Kent & Co., and four years later was made a member of the firm. This partnership continued until 1872, when the Chicago Packing and Provision Company was formed. For three years, Mr. Younglove was assistant secretary of this company, and, in 1875, was elected secretary, and, in 1880, president, which position he has held until the present time. He was married first, in 1866, to Miss Mary E. Platt, of Chicago, by which marriage he has one son, Ira P. He was married a second time, on June 20, 1877, to Miss Lizzie Quirk, of Ypsilanti, Mich. They have three children—Roy S., Bessie K. and J. Madge. Mr. Younglove is a member of William B. Warren Lodge, No. 209, A. F. & A. M.; Lafayette Chapter, No. 2, R. A. M.; Apollo Commandery

No. 1, K. T.; and of Oriental Consistory, 32d degree, S. P. R. S. For one year he was acting master of William B. Warren Lodge, and was elected master for two years. He has been associated with the Board since 1862, and became a member a few years later. He served on the Committee of Arbitration, and also as a director, resigning the latter office after occupying it for one year.

D. S. MUGRIDGE is a native of Portsmouth, N. H., where he was born July 31, 1836. He was educated in the school near his birthplace, and, in his youth, removed to Boston, where he was employed for several years in a wholesale dry goods house, there learning thoroughly the details of mercantile business. In 1857, he came West, and first lived in Fulton, Ill., where he engaged in buying and shipping grain. He removed to Chicago in July, 1860, and immediately commenced business as a commission merchant in grain and provisions, continuing it alone until 1871; at which time he entered into a copartnership with James B. Peabody, under the firm name of Mugridge & Peabody. In 1876, the firm was dissolved, and since then he has continued alone the business he so long ago established. He has been a member of the Board since 1861, and was one of the organizers of the Open Board of Trade, in 1877, of which he was vice-president that year. Mr. Mugridge married Cornelia G. Pennock, of Marlborough, Stark Co., Ohio, in 1869. They have one son, Harry P.

JAMES HENRY DOLE was born in Bloomfield, Oakland Co., Mich., July 6, 1824, the son of Sydney and Eliza (Swan) Dole. He received a common school education, and, at an early age, left his native town and came to Chicago. He was one of the men who ran on the first train on the first road which was built from Chicago, the old Galena & Chicago Union. He immediately commenced in the grain business, and, in 1871, had amassed a snug fortune; but, on the night of the memorable 9th of October, his house, all his art treasures, and the greater portion of his possessions, were swept away. While the fire was burning, he found a location in a machine shop, in an unburned portion of the city, and soon the sign of "J. H. Dole & Co., commission merchants," was swinging in the breeze. This sign, an old trunk for a vault, a pen, a bottle of ink and a few sheets of foolscap paper, formed a nucleus for the commencement of a new business in the same line. He has long been a member of the Board, and for years has been one of its directors—having held every position in it except that of president, the duties of which he could not find time to discharge, and therefore would not accept—and has aided in shaping its affairs, so that that body is now an important factor in the world's commerce. He was the twelfth member who paid \$5 for his membership. He was president, and is now vice-president, of the Industrial Exposition. J. H. Dole & Co. have forty-five elevators on the Chicago, Burlington & Quincy Railway and its branches throughout the country, and Mr. Dole is also connected with the firm of Armour, Dole & Co., extensive elevator owners of this city.

CHARLES M. ARMSTRONG, the business manager and active man of the commission house of J. H. Dole & Co., and a rising man on the Board of Trade, is the second son of the late Colonel George B. Armstrong, the famous founder of the railway mail service. He is of Scotch descent; and the first of his family who came to America was James H. Armstrong, who settled in Virginia in 1812. He is a second cousin of ex-president James Buchanan, through whom the line can be traced as far back as 1630. Colonel George B. Armstrong was a resident of Virginia, but moved to Baltimore at an early day, where his son Charles was born, October 18, 1849. Colonel Armstrong was in the commission business; and came to Chicago with his family, April 12, 1854. He opened the same business here, but subsequently became assistant post-master until he resigned, to accept the position of superintendent of the railway mail service—a Bureau which was made during General Grant's administration, and to which Colonel Armstrong was called. Charles M. Armstrong was educated in the Ogden School, and when sixteen years of age, his father's connection with the postal service, secured him a position as clerk in the Aurora post-office. After one year he became chief clerk; but feeling that such a position offered no scope to any proper ambition, he resigned after three months, and returned to the city. Here he first found employment with A. H. Miller, wholesale jeweler, but, after six months he became dissatisfied, and, being offered a position with J. H. Dole & Co., accepted, and has remained with them ever since. He began in the humble position of messenger boy, and, by sheer force of character, and superior ability, he has rendered himself of great value to his house. The house does a net annual business of not less than \$12,000,000, and sometimes received two hundred and thirty cars of grain a day, all of which Mr. Armstrong has cared for without assistance. On October 9, 1879, Mr. Armstrong married Miss Nettie E. Southard, daughter of Charles E. Southard, and grand-daughter of Samuel L. Southard, secretary of the navy under the administrations of James Monroe and John Quincy Adams.

SCHWARTZ & DUPEE.—In the recital of men whose energy and business talent have been the pillars upon which the transactions of the Board of Trade rested, the firm of Schwartz & Dupee must be prominently mentioned. It is composed of Charles Schwartz and John Dupee, Jr., and the names of these men have long stood as emblems of enterprise and integrity. Not alone are these characteristics of the gentlemen individually, but also in the transactions made for their customers these qualities are prominent. One case in point is sufficient testimony as to their method of doing business. Finding the magnitude of their transactions, and the interests of their clients, required other telegraphic service than that obtainable from the general office, they procured private wires to furnish the requisite exclusive means of communication.

John Dupee, Jr., was born in Bangor, Me., in 1842, moved to Boston in 1844, and attended school until he was sixteen years of age. He then served an apprenticeship of about four years in the wholesale grocery business in that city, and also served as a member of the old 6th Massachusetts Regiment during its first term of service in the Rebellion; and came to Chicago in 1862. Immediately upon his arrival in Chicago, he went into the commission business, and has been since actively engaged in it. He became a member of the Board of Trade in 1863. He was married, in 1865, to Miss Evelyn M. Walker, daughter of S. B. Walker, of Chicago; they have two children, Eleanor W. and Walter H.

Charles Schwartz, of the firm of Schwartz & Dupee, commenced business in 1871, in this city, as a member of the firm of (William H.) Murray & Schwartz, commission merchants. This firm continued until 1873, when Mr. Schwartz went into business on his own account, remaining alone until 1876, when he formed a partnership with H. O. Chambers, under the firm name of Chambers & Schwartz. This firm continued for a year, and then Mr. Schwartz again did business on his own account until 1881, when he entered into partnership with John T. Lester and Samuel W. Allerton, under the firm name of John T. Lester & Co. This firm continued until Mr. Schwartz entered into partnership with Mr. Dupee. Mr. Schwartz was born in Albany, N. Y. He became a member of the Board of Trade in 1871, and has served on various important committees.

GEORGE WEBSTER was born in Gilsom, Cheshire Co., N. H., on August 24, 1824, and received his education in the schools of that county and at the High School of Thetford, Vt. He taught school, subsequently, from the age of eighteen to twenty-one. Upon attaining his majority, he entered into the general merchandise business, at Alstead, N. H. Three years later, he was burned out, and ceased business. About 1849, he went to Boston, where, for a period of six months, he was engaged as a clerk in a wholesale dry goods house, after which he engaged in the retail dry goods business, carrying it on until 1853, when he sold out and moved to Toledo, Ohio. At Toledo, he engaged in the business of contracting for the construction and building of railroads, and took a large contract for the construction of a portion of the Lake Shore and Michigan Southern, during the prosecution of which Mr. Webster introduced the first steam-shovel ever brought into the western country. In the fall of 1855, he sold out his interest in Ohio and came to Chicago, and entered into partnership with Mr. D. F. Baxter, in the grain and provision business, under the firm name of Webster & Baxter. They built up a very large trade in dressed hogs, and during the last two years of the war did an enormous business in supplying forage to the United States Government, and their firm name became known all over the country as one of the largest and most reliable operators on the Board of Trade, shipping, at times, as many as twenty-two vessel-loads of grain in a day. During the fire of 1871, Mr. Webster again was burned out, and lost some twenty dwellings, etc., which, with the losses in his business, made a net loss, above insurance, of \$200,000. Since the fire, Mr. Webster has been trading on the Board in his individual interest, and has built up a large and increasing business in that branch of commercial investment. Mr. Webster has been a member of the Board of Trade since his arrival in this city, and in 1860-61, was a member of the Board of Directors of that institution. He has always been identified with, and prominent in, the financial and commercial interests of Chicago, and was for several years a member of the Board of Directors of the First National and of the Union Stock and Bond National Bank.

CHARLES T. TREGO has been in the grain commission business on the Board of Trade, since 1862, and, during the twenty-two years in business in this city, has at various periods been connected with the committees and the directory of the Board, and was for two terms vice-president of the Call Board. Mr. Trego was born near Philadelphia, Penn., December 16, 1837, but came west with his parents, *Wesley and Elizabeth Rank*, to this State, in 1842. He remained at school there until 1849. He then returned to Philadelphia where he remained at school until 1855. He then came west to Galena, Ill., where he began his business career as clerk in a dry goods store, and later was engaged in a hardware

store until January, 1862, when he came to Chicago. On May 14, 1863, he was married, in Galena, to Miss Medora Harris. They have four children, two boys and two girls living—Charles H., Estelle, Frank H., and Alleen.

THE YEAR 1862-63.

The fourteenth annual meeting was held Tuesday, April 8, 1862. The number of members reported by the secretary was nine hundred and twenty-four—an increase of one hundred and ninety-nine during the year. The election resulted in the choice of the following officers for the coming year: C. T. Wheeler, president; Asa Dow and J. L. Hancock, first and second vice-presidents. The director's report showed the total receipts for the past year to have amounted to \$25,000, of which sum \$5,000 had been disbursed for war purposes. Through all the stirring vicissitudes of war, among all the responsibilities it assumed, and notwithstanding the arduous and absorbing labors it performed, the Board of Trade kept its business consciousness undisturbed, and wove, with patient care, the thread of trade into its historic fabric. The war only brought to light new capabilities, and developed its efficiency in a new line of duty. It took up cheerfully the burden which the Nation's needs imposed, but threw down none it had carried before. It went through the war carrying a double load, well balanced. Working, as it did, in this dual capacity, the attempt to put an account of its labors in chronological order must of necessity result in a narrative wherein the threads of business and war appear alternately uppermost, as the web of its history is woven.

GRAIN INSPECTION.—During the year just passed, many abuses had become apparent in the modes and methods of inspecting and handling grain under the system in vogue. The grades, especially of wheat, although nominally kept up to the standard prescribed, had gradually so deteriorated—as it was shipped in cargoes from the Chicago warehouses—as to seriously impair the reputation of all Chicago wheat in Eastern markets. Consequently, prices were not only depressed in Chicago, to the great disadvantage and loss of shippers and growers who were forced to seek this market, but much trade was diverted to other markets, where the grades were more reliable. Much of the wheat of the crop of 1861 came to market in bad condition—damp, sprouted or musty—caused by heavy rains during harvest time. Such as could not pass inspection, would be bagged out, and, after being blown, dried, scoured, mixed with other wheat, or otherwise doctored, would, it was alleged, be smuggled into the various warehouses, and disappear. It was difficult to place the responsibility on any particular class engaged in the wheat trade, although the warehousemen, being the last to handle the grain before it left, had to bear the brunt of the complaints. Open charges of fraud, against warehouses in particular, and wheat doctors and inspectors in general, at last became so common in the newspapers and among the grain receivers, as to cause the Board to take action. Some time in August, 1861, it appointed a committee to investigate and report as to the facts, suggesting such remedies for the existing evil as should be deemed practicable. The whole subject came up for consideration at the annual meetings, at which time it received mention in the official reports of the directors and the inspectors, and was treated at length in the report of the investigation committee, which was at that time submitted.

Henry Cogger, chief inspector of grain, reported the

inspection, during the year, of 90,149 car-loads and 2,436 canal-boat loads of grain, amounting in round numbers to 40,000,000 bushels. Three hundred and sixty-two cargoes, amounting to over 20,000,000 bushels, had been inspected on board vessels. His report condemned the practice of receiving bagged wheat of an uncertain grade into the elevators, to which he attributed much of the trouble which had existed with the grain inspection, and further stated that this practice had been abandoned. It was recommended that the inspection should be a straight one, from the car or canal-boat to its place of destination. It was due to the farmers who had submitted to the inspection for the purpose of improving the reputation of Chicago wheat in Eastern markets, that the integrity of the grades should be strictly adhered to; so that New York quotations for Chicago wheat might be given with reference to the true standard of Chicago inspection. "We know," said Mr. Cogger in closing, "that such is not now the case, as our best grades are now sold there for Milwaukee or Racine club—leaving only the poor grades to represent Chicago spring—thereby detracting from the reputation of our wheat, and inflicting a serious injury to those shipping to our market; giving also a false and undeserved importance to Milwaukee and other ports, which justly belongs to Chicago."

ALLEGED WAREHOUSE FRAUDS.—The directors, in their annual report, also considered briefly the subject of the alleged warehouse frauds, in which the warehousemen were denominated "a much abused class of our fellow citizens," but recommended the report of the investigation committee as likely to meet the wants of the Board. With regard to loaning grain, the report stated that the practice could not be wholly abandoned, where so large an amount of grain as fifty millions of bushels was shipped annually. Some member, opposed to loaning of receipts by warehousemen, moved to reject the report, but his motion was lost. After it had been fully explained to the recalcitrant members, that to accept and place on file the report was not its adoption, or in any way an expression of the sentiments of the Board, it was so accepted and placed on file.

Mr. Wright, chairman of the special committee appointed on the 25th of October, to investigate the alleged frauds in the grain trade, presented a report, in which it was stated that the committee had conferred with the various railroad officials, warehousemen, and the Board of Directors, and that all parties seemed desirous of adopting efficient means for the suppression of the evils complained of. The committee recommended that all grain that was bagged on the track, should be refused by the warehousemen; that the parties having the matter in charge did not deem it either practicable or necessary to have an inspector appointed at each warehouse, but would recommend that regular inspectors should reject all grain out of condition; and that, when any frauds in the trade should be discovered, the full facts, together with the names of the guilty parties, should be posted upon the bulletin board of the Board of Trade. The Board adopted the report. Mr. Wright did not submit the evidence taken by the committee with the report. There seemed to be a tacit understanding on all sides that it should be suppressed.

On April 25, the directors passed such resolutions as were required to give force to the previous action of the Board; also, one rendering null and void a resolution passed by the Board in June, 1861, which enabled warehousemen to deliver heated corn or spring wheat, if they had any such in their houses, on old receipts.

The warehousemen gave full assent, and pledged

themselves to the observance of the new rules. There the matter would have ended, but for a parting shot at the warehousemen, which was given by the Tribune after the war was over and the treaty ratified. The Tribune intimated that the evidence suppressed by the committee was of a damaging nature to many of the warehousemen. The latter replied in a communication to the Board, in which they demanded a complete investigation; the Tribune's comments were denounced as injurious to the grain trade of the city, and it was demanded that the files of the paper in question be excluded from the reading-room, and the expulsion of Tribune representatives from the Board rooms was asked. This communication was signed by Munn & Scott, Hiram Wheeler, Flint & Thompson, Armour, Dole & Co., Munger & Armour, Sturges, Smith & Co., George Sturges & Co., Charles W. Wheeler & Co., Sturges, Buckingham & Co.

The communication was considered at a special meeting, held on the evening of May 2. The reading of the letter was followed by a long and animated discussion. It was at first moved to refer the whole matter to the board of directors. An amendment was made, offered by Mr. Hough, an elevator man, that the evidence on which the committee had based their report should be read; but, in spite of the passage of a vote to that effect, the chairman of the committee, who possessed the only authentic copy, refused to produce the record, as he deemed it would be divulging testimony given under the pledge of secrecy. So the world was never enlightened as to the evidence on which the Tribune had based its articles or the committee its report.

FURTHER WAR ANNALS.—News of the battle of Pittsburg Landing, which occurred on April 6-7, was received on the 8th. There were no such joyous demonstrations as followed the surrender of Fort Donelson. The Board passed no resolutions, but gave renewed proof of its unflinching capacity to act for the cause. On the 10th, a dispatch was read from General Strong, commandant at Cairo, asking for surgeons, nurses, and medical stores to be sent immediately for the wounded soldiers in Tennessee. The members raised by private subscription, on the spot, nearly \$500, and voted a donation of \$2,000 from the treasury, to be placed in the hands of the Sanitary Commission. The amount in cash not being in the hands of Mr. Watson, the treasurer, that gentleman promptly offered to advance the required sum.

OATH OF ALLEGIANCE.—On May 3, a memorial was presented to the Board, signed by seventy-one members, calling for the adoption of a resolution requiring every member or applicant for membership to subscribe to the oath of allegiance to the United States, before he should be considered eligible to membership or admission. Pursuant to this petition, a meeting was held on Friday evening, May 16. The petition and resolution were read. A motion was made, and, seconded, that the communication and resolution be laid upon the table. The motion was strongly opposed by J. M. Richards, Mr. Handley and others. In the course of his speech Mr. Richards said:

"If there be any man on this Board that is disloyal, he should be exposed and cast out. I remember when Fort Sumter fell, and the President issued his proclamation calling for 75,000 volunteers. It was a dark and gloomy Sunday night. I remember that the next morning I came to this room and proposed to raise the American flag upon this building. Members opposed it, because this was a place of business—that fealty to the flag was not a subject which came under the jurisdiction of this Board. And to this day, these dark traitors come here—men who keep their pictures of

Jeff. Davis, Beauregard, and other like enemies of the best Government upon the face of the earth, within the sanctuary of their own dwellings. I would put these men to the test. If they be traitors let us know it."

The vote being taken on the motion, the president declared it carried. An appeal was taken from the decision, and on a division of the house it was declared that the motion was not carried.

Another long period of discussion ensued, in which several valid objections were offered to the passage of the resolution, by members whose loyalty was undoubted. The excitement calmed down as the discussion proceeded. The president did not think the Board had any power to act, and other members quoted from the by-laws in confirmation of that position. One member, although willing himself to take the oath, deprecated the bringing of politics or theology into discussion on the Board, which was organized for purely business purposes. After the re-reading of the resolutions, Stephen Clary proposed the adoption of the following resolutions, as a substitute for those before the meeting:

"Whereas, This meeting was called for the purpose of adopting resolutions proposed in the call for the meeting; and

"Whereas, Such resolutions can not be adopted without an infringement of the rules and regulations, which prescribe a different mode of procedure; Therefore,

"Resolved, That this Board has given indubitable proof of its loyalty in the giving of money freely for the purpose of sustaining the war and for the support of the families of the soldiers battling for the Constitution and the Union.

"Resolved, That while our rules and regulations prescribe no such requisite as requiring its members to take the oath of allegiance, we do again aver, thus publicly, our fealty to the Constitution and the Union.

"Resolved, That the Board of Directors be requested to refuse admission to the membership of this Board of any citizen of the United States against whom suspicions of disloyalty to the General Government are known to exist, until such suspicions are proved, to their satisfaction, to be unfounded."

After another season of discussion, entirely in favor of upholding the Constitution and the Union, the motion for the adoption of the original resolutions was withdrawn, and those offered by Mr. Clary adopted.

RATES OF COMMISSION ESTABLISHED.—On July 2, at a special meeting, the Board adopted an amendment to the by-laws, which made it the duty of the directors to establish such rates of commission for the purchase and sale of property by the members of the association, as in their judgment should be deemed proper and reasonable; and any member violating such rates, either in over or under charging, was made liable to expulsion. Members were also required to subscribe to an oath that they would not, directly or indirectly, deviate from such rules as should be established by the Board of Trade. A resolution was also adopted unanimously, that the board of directors should not approve any one as a member of the Board of Trade who was not a resident of, or doing business in, the city. A committee of ten members was chosen to confer with the directors in establishing the rates. The meeting adjourned to the 12th of July; and at the adjourned meeting the subject-matter above given was reported in the form of resolutions, all of which were adopted and became incorporated in the by-laws.

During this period a large number of energetic men became members of the Board of Trade, and afterward were prominently identified with the commercial interests of the city.

SAMUEL HARKNESS MCCREA, the sixteenth president of the Board of Trade, is of Scotch-Irish descent. He is the son of William and Abigail (Harkness) McCrea. His parents emigrated

from Belfast to America in 1820, and settled on a farm in Goshen, Orange Co., N. Y. There Samuel was born, August 16, 1826. He was reared on the farm of his father and there received the best educational advantages that the common schools afforded. In 1839 he removed, with his father's family, to Rochester, N. Y., and remained seven years, during which time he learned the tinner's trade, which, however, he never followed. In 1846, he went to Canada, where he was employed as collecting agent for Kelley & Co., nurserymen and florists, until 1849. On the discovery of gold in California, he emigrated there, and remained three years. During the winter of 1849-50, he engaged in the lumber-carrying trade



along the coast of San Francisco Bay. In 1850-51, he was a miner in what is now Calaveras County, where he was successful, and returned to the States in 1852. He next went to New Orleans, and engaged in the enterprise of railroad building. He had charge of the construction of the New Orleans and Opelousas Railroad, now known as the Morgan Railroad. His headquarters were at Bayou de la Fourche, in the heart of the sugar region, and one of the most unhealthy localities in the South. His robust health, good habits and indomitable will-power enabled him to do what his predecessors had failed to accomplish; he brought the road so nearly to completion that its establishment was assured. In 1854, after two years of railroad building in Louisiana, he removed to Rockford, Ill. He also did business at Sterling for a short time, and, in 1855, permanently established business at Morrison, Ill., then the terminus of the Dixon Air Line Railroad, now included in the Chicago & North-Western Railroad. From that point he forwarded the first wheat shipped by rail to Chicago. He became one of the leading shippers of grain on the road, his principal points being at Sterling and Morrison, where he did the bulk of the grain and lumber business for the succeeding seven years. In 1862, his Chicago business had grown to such magnitude that he removed to this city to attend personally to the sales of his immense shipments. He held his business connections with the country houses for some years thereafter, selling out his interests in Sterling in 1871, and in Morrison in 1874.

On his establishment in Chicago, he immediately took rank as one of the largest and most influential receivers, and as a member of the Board of Trade, which he joined in 1862. He was a most reliable and staunch exponent of the interest of the country and commission interest, as against the local interests represented by the Chicago warehousemen and the speculators of the Board. The history of the Board of Trade and the warehousing business shows the important influence he exerted in working for the reform of abuses as they became apparent. He served as a member of the Board of Directors in 1867-68-69; was elected first vice-president in 1869, and in April, 1870, was chosen president, representing the conservative element of the Board. During his administration, the inspection of grain and the warehousing and storage of grain were subject to a most radical change, by which the whole business of grain inspection, storage, and shipment was taken from the control of the Board of Trade and the warehousemen, and placed under the surveillance of State officials acting under statutory law. It is not relevant here to repeat the history of the contest between the conflicting interests, which resulted in the sweeping change. Mr. McCrea who had, from the beginning, advocated the open registration of receipts to avoid over-issues; and, failing in gaining its voluntary adoption by warehousemen, he used his influence to bring the whole business under State control. He was the efficient advocate of the registry and inspection law, passed just at the close of his administration, and which has been, with such amendments as experience has dictated, the basis on which the vast inspection and warehouse business of Chicago has been safely conducted. Mr. McCrea has filled many offices of honor and trust not above enumerated. As will be seen by the roster of committees of the Board of Trade, he has served on nearly every committee of importance. Although a staunch Republican ever since the party was formed, he has not engaged in politics beyond the exercise of his franchise and the advocacy of the tenets of his party. He was elected as alderman of the 12th Ward, in 1876, not less on account of his political affiliations than his personal popularity. The city at that period was in a bad condition financially. In that year he was made chairman of the Finance Committee, with a depleted city treasury, several millions of certificates of indebtedness outstanding, and the firemen and policemen unpaid. But he put money in the treasury, and established the credit of the city on an excellent financial basis by the redemption of its obligations, in which labor

he was ably assisted by the Finance Committee. He refused a re-election, because he was nominated as county treasurer by the convention of 1877, and elected by some seven thousand majority in the fall of that year, serving two years. During his administration, he collected taxes to the amount of ninety-five per cent. of the whole assessment—something that had not been done for a long time. In the spring of 1877, he was appointed, by Governor Culom, park commissioner for West Chicago, and at the expiration of his term, in March, 1879, he was re-appointed. He served as park commissioner for six years, and was twice president of the board. He resigned in August, 1883, on account of the pressure of private business, after a most successful administration. Mr. McCrea was married, June 28, 1856, to Miss Coralinn I. Johnson, daughter of Daniel H. Johnson, of Cook County. The family came from Grafton, Vt., where Mrs. McCrea was born. They have three sons—Willey S., Charles M. and Samuel H., Jr. At the present time (1885) Mr. McCrea is the head of the firm of S. H. McCrea & Co., and controls a large receiving business over the western extension of the road where he began business over a quarter of a century ago. In 1884, he went with his family to Europe, to enjoy his first surcease from the cares of business since he took them up as a poor boy, in Canada, forty years ago.

ALBERT MORSE was born in Middlesex County, Mass., January, 1831, and was educated in that locality, where he engaged in mercantile pursuits until the spring of 1854, at which time he came to Chicago, and was employed in merchandising until 1856. In January of that year he became a member of the Board, and commenced business under the firm name of Morse & Co., Silas Willard being his partner. In 1858, the firm was dissolved, and Mr. Morse became a partner in the firm of How, Eckley & Co. The firm continued until 1860, when its style was changed to Albert Morse & Co. In the fall of 1860, the firm name was again changed to Morse, Ward & Co. They do a large business as receivers and shippers, and rank as one of the leading and solid commission firms on 'Change. Mr. Morse was a member of the Committee of Arbitration in 1863, served one term on the Committee of Appeals, and, in 1865-66, was a member of the Board of Directors.

JAMES L. WARD, of the firm of Morse, Ward & Co., was born at Tremont, Tazewell Co., Ill., August 14, 1841. His father was one of the earliest settlers of that county. He received his education in the common schools near his place of birth, came to Chicago in March, 1857, and entered the employ of the warehousing firm of Flint, Thompson & Co., where he remained twelve years, during a part of his term of service being their chief clerk. In the fall of 1869, he became a member of his present firm.

ZENOPHILE P. BROUSSEAU was born at LaPrairie, near Montreal, Canada, October, 1840, and there received his early education. At the age of fifteen he went to Malone, Franklin Co., N. Y., where he was employed in mercantile pursuits. In 1860, he came to Chicago, and for a few months was employed in the dry goods business. In September, 1861, he became a member of the Board of Trade, and at that time entered the employ of McDonald & Winslow, commission merchants. About two years later Mr. Winslow died, and Mr. Brousseau carried on the business for a few months in company with Mr. McDonald. He then embarked in business alone. In the great fire, both his home and office were destroyed, at a loss of \$30,000, although insured for \$25,000. In 1881 he admitted W. S. Booth, and the style was then, for three years, Brousseau, Booth & Co., since which period Mr. Brousseau has done business under the name of Brousseau & Co. He ranks among the oldest members of the Board, and has never been known to fail to meet his obligations, besides being widely and favorably known to the trade. He is an enterprising man, and by his energy and experience has built up a large and successful business, which is strictly commission. He takes an active part in several of the charitable institutions of the city, and has for twenty-four years been a member of, and active worker in, the Cathedral of the Holy Name.

I. P. WALLACE was born in New Hampshire, in 1825, and came to Chicago in June, 1859. He entered into business in the grain and general commission trade, with E. L. Pomeroy, James B. Peabody and John G. Law, at different times, under the firm name of I. P. Wallace & Co., and with George A. Wheeler under the firm name of Wheeler, Wallace & Co. He is at present connected with the house of David Dows & Co., one of the largest commission and forwarding houses in the world; and his connection therewith is sufficient testimony to his business talent and integrity.

CHARLES L. RAYMOND was born on June 6, 1840, in Boston, Mass., and was educated at that city and at Cambridge, coming to Chicago when he was twenty-one years old. He immediately went to work for R. M. & O. S. Hough as bookkeeper, and remained in that position until 1865, when he was admitted as a partner under the firm name of R. M. & O. S. Hough & Co. In 1867, the firm name was changed to Jones, Hough & Co. (Daniel A. Jones), and in 1870 the name was again changed to Jones & Raymond, which

is still in existence. Mr. Raymond became a member of the Board of Trade in 1863, and has been secretary and treasurer of the Chamber of Commerce Association since 1864, and was superintendent of the building after the fire. Mr. Raymond was married in 1869, to Miss Florene Merriam, of Greenfield, Mass., and has the following children: Jessie Alvord, Edward Franklin, Charles Merriam, Abbie Fisk and John Dwight. He is a member of the Chicago and Calumet Clubs; and during his long association with the Board has become noted for the strict integrity of his transactions, his scrupulous fidelity to the trusts reposed in him, and his exactitude in the performance of his contracts. He is a model business man, a firm friend, a kindly host and an indulgent husband and father.

RANSOM W. DUNHAM was born at Savoy, Berkshire Co., Mass., March 21, 1838. His early education was received at the common school, and his later education at the high school at Springfield, Mass. From August, 1855, to August, 1860, he was engaged in the office of the Massachusetts Mutual Life Insurance Company, in the meantime removing from Springfield to Chicago, April 1, 1857. Since 1860, he has been a grain and provision commission merchant and on December 2, 1871, he became a member of the firm of William Young & Co. In 1865, he joined the Board of Trade and was one of the Board of Directors for three years: was second vice-president in 1880, first vice-president in 1881, and was president in 1882. Mr. Dunham was elected to the Forty-eighth Congress as a Republican in 1882, by a majority of over one thousand over John W. Doane, Democratic candidate for the same position, and was re-elected in 1884.

RAISING OF TROOPS.—At a meeting held July 18, 1862, the first direct move was made by the Board to have its membership personally represented on the field. The following communication marks the beginning:

We the undersigned members, request you to call, at an early day, a general meeting of the members of this Board, to pledge ourselves to use our influence and money to recruit and support a battery, to be known as the Board-of-Trade Battery.

M. C. STEARNS,	C. H. WALKER, JR.,	WILLIAM STURGES,
I. Y. MUNN,	FLINT & THOMPSON,	E. AIKEN,
G. L. SCOTT,	GEORGE STEEL,	E. G. WOLCOTT,
	T. J. BRONSON.	

A special meeting was called for the next Monday. The meeting was one of the most enthusiastically held during the war period. Resolutions were passed, pledging the Board to immediately recruit and tender to the Government a company of mounted artillery, to be called the Board-of-Trade Battery, to serve three years unless sooner discharged; and \$10,000 were appropriated for the raising and equipment of recruits, which sum was to be raised so far as possible by voluntary subscriptions, the deficiency, if any should appear at the end of one week, to be made up by levying an assessment of \$10 on each member who had not subscribed that amount or more. A bounty of \$60 was to be paid to each recruit, in addition to any which might be paid by the Government. The members also pledged themselves that, should any of their employes join the battery, on their return they should be re-instated in the places they had left. It was resolved that the names of all members refusing to pay the war tax of \$10 should be posted in a conspicuous place during the continuance of the war, with the proviso that the directors be permitted to exempt from such posting the name of any member who should make it appear to the directors that he was absolutely unable to pay such tax without injury to his family.

Following the passage of the resolutions, \$5,121 were subscribed. A muster-roll was placed on the table and signed by nine young men. The names of the first recruits were: S. H. Stevens, S. C. Stevens, J. W. Bloom, Calvin Durand, Jr., Valentine Steele, George B. Chandler, A. F. Baxter, H. J. Baxter and J. A. Howard.

The meeting adjourned, to meet every night until the battery should be raised.*

*Detailed accounts of the Board-of Trade Battery and the three Board-of-Trade regiments subsequently raised, with a history of their brilliant services in the field, appear in the Military History, in this volume.

At the noon session of the following day, a committee was appointed to disburse the war fund of the Board, consisting of the following members: J. L. Hancock, H. W. Hinsdale, E. H. Walker, George Armour, and S. H. Stevens. The fund before the close of the session had increased to \$11,125. At the evening meeting, it was still further increased to \$11,550, and the roll of recruits numbered sixty-three names. At the noon session of Wednesday (the third day after the work was begun), the fund was swelled to \$15,210 and one hundred and six new names were added to the muster-roll.

The Board of Trade rooms were again filled to overflowing in the evening. The meeting was called to order by J. L. Hancock, who announced that the Board-of-Trade Battery was full, and that measures had been taken to insure its immediate acceptance by Government. He read to the enthusiastic assembly the following dispatch which had been sent to President Lincoln by the committee:

BOARD OF TRADE ROOMS, }
CHICAGO, July 23, 1862. }

ABRAHAM LINCOLN, *President of the United States:*

The Board of Trade of this city have, within the last forty-eight hours, raised \$15,000 bounty money, and have recruited a full company of artillery. Will they be accepted, and will orders be given at once for the subsistence, arms, uniforms, etc.? We are trying to raise a regiment of infantry to support the battery.

Following the applause which greeted the reading of the dispatch, Mr. Walker offered the following resolution:

"Resolved, That the Board of Trade be requested to recruit a company of Infantry, and that we guarantee to each member enlisted a bounty, either from the county fund or our own, of sixty dollars."

The resolution was carried unanimously, and on the announcement that the committee of the Board of Supervisors had agreed to appropriate, \$200,000, the resolution was amended to read "regiment," instead of "company."

Isaac Williams, who, it was announced, had already raised forty men, and would soon have his company full, tendered it as the first company of the regiment. The offer was unanimously accepted.

The Young Men's Christian Association was invited to co-operate with the Board in raising the regiment. At a subsequent stage of the proceedings, the Association returned answer, through a committee consisting of J. C. Wright and J. V. Farwell, that the invitation was accepted, and it would pledge itself to furnish five companies. At this juncture, some rash individual braved the prevailing sentiment by ejaculating, "Humbug extraordinary." The intruder, amidst cries of "Put him out," "Hang him," etc., was seized, lifted along over the heads of the crowd, hurried down the stairs and deposited in the street. Patriotic fervor, at this period, had control of the entire membership.

Prior to the tender of five companies by the Young Men's Christian Association, George I. Robinson had tendered a company, which had been accepted. His was the second company offered.

A committee was appointed to solicit subscriptions to the Board of Trade war fund from citizens. During the evening, \$2,000 were added to the fund, making a total amount of \$17,090 raised in three days.

The meeting adjourned with its enthusiasm at white heat. From that time there was no abatement of ardor or labor until the crisis passed. Trade went on, but it was so overrun, for the time, by the warlike spirit which had centered in the Board, as to move only as an undercurrent. The rooms of the Board became the grand

recruiting rendezvous, and its committee the most efficient executive agency, in the exigency which the fortunes of war had forced upon all. Each noon session resolved itself into a war meeting, and each evening saw the rooms lighted and open for the enrollment of soldiers, for the dispatching of business pertaining to the work in hand, for reports of progress, or for consultation with committees of the Mercantile Association, the Young Men's Christian Association, and other organizations, which, inspired with a like zeal, were working with the Board to the same patriotic end. A "Home Guard" was organized, of members not liable to military duty. It would be impossible to give even meagre reports of the numerous meetings that followed.

On Thursday evening, July 24, the war-fund was \$20,675; on Friday noon, \$21,285; and at the close of the evening meeting of the same day, \$28,190. The subscriptions on Saturday swelled the amount to \$33,671. On Wednesday, July 29, the war committee of the Board was increased by the addition of two members from the Mercantile Association, one from the Young Men's Christian Association, and one from the Union Defense Committee. Thereafter, the work of these associations, and that of the Board of Trade, was more co-operative than before. It was at this time decided to raise a brigade of three regiments, to be recruited under the auspices of the Board and these associations, all of which should share equally in the benefits of the war-fund. The amount of the war fund at the last named date, was \$39,170; the following day it was increased to \$41,565; and on Friday, to \$43,979. Before the work was finished, it amounted to over \$55,000.

BOARD-OF-TRADE REGIMENTS.—The attempt was made to raise what the Board of Trade and its allied associations were pleased to term, "a brigade of three regiments." The three regiments were raised and mustered into service, although never forming a brigade, or serving in the same brigade during the term of their service. They were known at home as the Board-of-Trade regiments, and were mustered into service as the 72d, 88th, and 113th Illinois Infantry Volunteers.

The 72d was mustered into the service of the United States, August 23, just one month from the time recruiting began, leaving the same day for Cairo. Its strength was thirty-seven officers and nine hundred and thirty men. The 88th was mustered in on September 4, and immediately dispatched to Louisville, Ky. The 113th was mustered in early in November, and left for Memphis, Tenn., on the 6th of that month. The work of raising the regiments was thus completed, and the three regiments placed in the field in seventy days from the time it was begun.

On August 1, the Board-of-Trade Battery was mustered into the service of the United States, after which they marched to the Board of Trade rooms, where they were formally received, and listened to patriotic speeches from J. L. Hancock, J. C. Wright and others. The battery, numbering one hundred and fifty-six men, went into camp that afternoon, where they were paid their bounty by the Board of Trade committee, and their glorious war record was begun.

STILL-HUNT FOR TRAITORS.—Early in August, the Board of Trade varied the monotony of raising funds and recruiting soldiers by instituting a "still-hunt" after traitors. It had been rumored that Colonel Tucker, the commandant at Camp Douglas, knew of many dangerous but secret sympathizers with the South, who were residents of Chicago. A committee was appointed to investigate the matter and report.

The result of their labors proved unsatisfactory to all but the obnoxious persons in covert, if any such there were. The committee reported as follows:

Your committee, appointed to visit Camp Douglas and ask Colonel Tucker for the names of citizens supposed to be rebels or sympathizers with rebels (which information it was understood he could give), have attended to that duty, and beg leave to report, that, after a long interview with Colonel Tucker, we have not been able to obtain any information that is tangible enough to work upon. Colonel Tucker informs us that he has no information criminating individuals, but has no doubt that there are citizens of our city who are hovering around Camp Douglas with a view of assisting the prisoners to escape, or otherwise to aid them. Still, he (in his opinion) has not evidence enough to take the responsibility of causing their arrest, or of furnishing their names to your committee.

JULIAN S. RUMSEY.

I. Y. MUNN.

M. C. STEARNS.

ARRIVAL OF THE "SLEIPNER."—Direct trade between Norwegian ports and Chicago was first opened by the arrival of the little brig "Sleipner," direct from the Norwegian port of Bergen, on Saturday evening, August 2, 1862. The brig was under the command of Captain Waage and his first mate Hardler. It was of three hundred and fifty tons burden, and brought over one hundred and fifty Swedish passengers and one American, who was born on Lake Erie. The entire passage from port to port was made, including a stop of four days in Quebec, in seventy-one days. As a part of her cargo she brought two hundred barrels of herring, consigned to Swana & Synestvedt, then doing business at No. 115 Kinzie Street. She was the first European vessel which had ever reached this port direct, with emigrants and consignments, and her arrival was celebrated with considerable enthusiasm. On the Tuesday following his arrival, Captain Waage was tendered the hospitalities of the Board, at which time he was presented with an address congratulating him on being the first to inaugurate direct trade between Chicago and Norway.

INTERNAL DISSENSION.—During the terrible struggles and reverses of 1862-63, even in the most loyal parts of the North, there was a minority of citizens, more or less strong, whom, if not in sympathy with those in rebellion, took no pains to suppress their disapproval of the war itself, and lost no opportunity to condemn the manner in which it was prosecuted, or to throw distrust upon the efforts of those engaged in the almost hopeless task of conquering the rebellious States. This element of discontent and discouragement found nowhere in the North a more able, bold and uncompromising exponent of its views than the Chicago Times. It did not at that time seek that popularity which comes from espousing the popular side in the momentous issues then pending; but from the virulent and defiant manner in which it opposed the war, and the Administration which was carrying it on, seemed to court rather than fear the inevitable and bitter hatred of all who espoused the popular cause. It had its friends among the members of the Board of Trade, but they were not sufficiently numerous or outspoken to be a controlling, or even obstructive, element in the war policy which the Board had chosen to adopt, and which it had so vigorously carried out. It was, therefore, quite natural that the war element should take offense at the continued derision and contempt expressed by the Times for what was deemed the most sacred work in which patriots could engage. Matters came to a crisis on December 31, at which time the following resolutions were adopted:

"WHEREAS, The articles appearing almost daily in the Chicago Times newspaper are calculated to give aid and comfort to traitors engaged in a most unholy war upon the Government; and,

"WHEREAS, In publishing such matter as charging upon the Administration—in its efforts to put down the Rebellion—the 'murder of the fathers, sons and brothers of the North,' as well as almost every other crime in the category, said paper is doing what lies in its power to create discord and dissension at the North, leading to the loss of the Constitution and the ruin of the Union; and,

"WHEREAS, The said paper is in the practice of making the most outrageous and uncalled-for attacks upon the private character and standing of our most respectable citizens, thereby causing it to be deserving of unmeasured reprobation; Therefore,

"Resolved, By this Board of Trade, while disclaiming all partisan feeling, and being actuated by no other motive than the public welfare and the fair fame of our city, that the Chicago Times is unworthy of countenance or support, and that the directors are hereby requested to exclude it from the reading-room of the Board.

"Resolved, That this Board knows of no objection to the commercial editor of the Chicago Times, personally, but inasmuch as his presence on 'Change, to a certain extent, tolerates the paper, he is hereby excluded from the rooms, as a reporter for said paper."

In answer to this expression of feeling on the part of the Board, the Times charged that the resolutions were introduced clandestinely and forced hastily through, after a majority of the members had left 'Change, and that they did not fairly represent the sentiments of a majority of the members of the Board. At twelve o'clock of the noon session of the Saturday following, the matter was again brought up. N. K. Fairbank, the original mover of the resolutions, arose and stated that, inasmuch as the Times had charged that the resolutions had been introduced clandestinely and smuggled through by fraud, as there was a full representation of the membership of the Board now present, he desired to have another expression, about which there could be no doubt. He therefore moved a reconsideration of the vote by which the resolutions were adopted. The motion was seconded, and a motion to lay upon the table the motion to reconsider, having been voted down, the original resolutions passed by an overwhelming vote. For a time this action of the Board engendered not a little dissension among the members, it being viewed by not only the friends of the Times, but others, as a species of persecution on political as well as patriotic grounds, which was entirely foreign and antagonistic to the legitimate objects of the association. The most earnest protesters took measures for the organization of a new Board, where politics should not obtrude, nor persecution for opinion's sake be possible. A room was engaged and a charter obtained, under which a primary organization was effected. Better counsels, however, prevailed, and the old Board suffered no material damage from the temporary disaffection; on the contrary, as will appear, the charter then obtained became the organic act under which the Board was afterward enabled to provide itself with a permanent location and rooms more adequate to its growing needs than, under the restrictions of its own charter, would have been possible.

MISCELLANEOUS WAR WORK.—From January 1, 1863, to the close of the fiscal year, war matters did not so largely engross the attention of the Board. One war meeting was, however, held, which is deemed worthy of mention, as showing how the Board cared for its soldiers after they took the field. It was held Saturday evening, February 21, at which time J. L. Hancock, chairman of the War Fund Committee, presented an elaborate report of the moneys and goods received and disbursed for war purposes, since the committee was first called to act. Following is a summary of its labors, as then presented:

The total receipts up to February 14, were \$50,375.38; total

disbursements up to the same date, \$29,810.41; balance on hand, \$20,504.97.

The items of expenditure were: Paid to one hundred and ninety families of soldiers of the Board-of-Trade Battery and regiments, \$5,202; paid bounty to members of the battery, \$9,300; advanced on allotments to families, \$797; sent goods, exclusive of money and goods raised by contributions on 'Change, \$4,520.46; paid for recruiting, \$2,415.62. Total expenditures up to October 15, 1862, \$22,601.48. Disbursements from October 15 to February 14, 1863, \$7,208.93. Total disbursements, \$29,810.41.

The report was approved; following which a resolution, offered by Murry Nelson, was adopted, authorizing the committee to offer bounties to recruits for the battery and the 88th Infantry, which had been decimated by sickness and by their participation in the recent bloody battle of Stone River.

Reports were read from the various visiting committees which had been sent to visit the battery and regiments.

January 4, G. H. Weeks was sent with packages of goods and supplies to the battery, then at Bowling Green, and the 88th, then at Nashville. On the 24th, E. B. Stevens visited these two organizations, and distributed large amounts of goods, clothing and supplies for the sick and wounded, made up by the Ladies' War Committee, under the supervision of the Board. Medicines, stores and rubber blankets were sent to them by T. Maple. Immediately after the battle of Murfreesboro', Mrs. E. O. Hosmer and Mrs. Smith Tinkham were sent to the hospitals at Nashville and Murfreesboro' by the Board. They were accompanied by Mr. Adams and others. W. H. Hoyt was sent with supplies to the 72d, at Memphis, and to the 113th, at Vicksburg. Among the supplies distributed by Mr. Hoyt, were five hundred rubber blankets to each regiment.

Soon after this meeting, the attention of the Board was called to the condition of the Board-of-Trade regiments, then in the field, by Ira V. Munn, who had recently visited them. He detailed, in a graphic and most affecting manner, their sufferings from privation, and told of the sickness then prevailing among the boys, more especially those of the 113th, at Vicksburg. His stirring appeal aroused the sympathies of the Board, and resulted in the raising of a special fund for their benefit, independent of the war fund—the work being put into the hands of a separate committee, leaving them free to disburse what might be given, without any of the restrictions that governed the disbursement of the war fund, which was in a manner pledged to the continuous work of supporting soldiers' families, and was not, therefore, available for the many urgent calls from the soldiers in the field. The new movement was started at once, by the appointment of the Board of Trade Relief Committee, Murry Nelson, chairman; and \$1,000 were subscribed on the spot. Circulars were distributed throughout the city and State, calling for donations of fruits and vegetables, then much needed, as well as money. Mr. Nelson's store became a depot of supplies, to which the numerous donations were sent, and from which they were forwarded, as fast as received, to the suffering soldiers at the front. Mr. Nelson, on March 27, one month after the movement was begun, reported as already received, from Chicago and all parts of the State, \$3,080 in money, and nearly as much more in value, consisting of vegetables, clothing and sanitary stores. The labor of this new war agency was continuous thereafter.

DEATH OF SECRETARY CATLIN.—On Sunday, January 18, 1863, Seth Catlin, the secretary of the Board, died, after a lingering illness of several months. He had been the statistician of the Board from the institution of its system of publishing annual statistical reports up to the time of his death, and had won high rank

in his profession, by the fullness and accuracy of his work. Mr. Catlin was among the earliest settlers in Chicago, arriving in 1836. After being in business some time, with Houghteling & Shepherd, in this city, he took charge of their business at LaSalle, where he was agent for their line of boats, and managed all their financial affairs at that place. After his return to Chicago, he filled several positions of trust in leading banking and commercial houses, until he was elected secretary of the Board of Trade. He inaugurated the popular system of keeping their books and the publication of their model Annual Review. Mr. Catlin was a native of Massachusetts, and fifty years of age at the time of his demise.

His death was announced on 'Change, which had been the scene of his faithful and unassuming labors for so many years, on the Monday following, at which time the appreciation and affectionate remembrance in which he was held by the members of the Board was publicly expressed in appropriate resolutions. The Board also erected a handsome monument over the deceased secretary's final resting-place, at Rosehill.

February 26, John F. Beaty was elected secretary, to fill the vacancy occasioned by Mr. Catlin's death.

THE CHICAGO MERCANTILE ASSOCIATION.—During the latter portion of 1860, the business men of Chicago became convinced that something must be done at once to purify the commercial atmosphere of the community, and especially to establish the currency upon a sound basis. Organization naturally followed, the first decided step in that direction being the appearance of a call on the 1st of December of that year, signed by one hundred and fifty of the leading merchants and firms representing the great commercial interests of the city. A short time thereafter, a meeting was held to get an expression of sentiment relative to the banking laws of the State. The Supreme Court had lately decided that the Legislature had the right to amend the law, and this enthusiastic meeting, held on December 7, was designed to influence the action of that body, which was soon to assemble. Before the end of the month the Mercantile Association had been formed, with the following organization: President, G. C. Cook; Vice-Presidents, Fred Tuttle, W. E. Doggett, C. L. Harmon and J. V. Farwell; Secretary, Merrill Ladd; Treasurer, H. W. Hinsdale; Executive Committee, C. G. Wicker, J. V. Farwell, Nelson Tuttle, E. Hempstead, Clinton Briggs, H. A. Hurlbut and H. W. King. This body, when the War of the Rebellion fairly opened, co-operated with the Board of Trade in all patriotic objects, and a committee was appointed from these two bodies, the Young Men's Christian Association and the Union Defense Committee, to raise a regiment. The muster-rolls were opened August 5, and in about three weeks one hundred and fifty-six had joined the company. The leading subscriber for the association was William E. Doggett, and the company was at first named the "Doggett Guards." In the meantime, however, it had been ascertained that the War Department was willing to furnish union repeating guns, and consequently the organization went into Camp Douglas as the Doggett Guard Battery, and afterward was best known as the Mercantile Battery. On August 26, the officers were elected, with Charles G. Cooley as captain, and on the 8th of November the battery left Chicago, as fine a military company as was ever raised in this city. Its subsequent brilliant career is traced in the war history.

CURRENCY AND OTHER REFORMS.—But the Association firmly held to its original purpose of "correcting" the currency, and even taking up such other unsavory subjects as the "condition of the Chicago River." Mr. Doggett succeeded Mr. Cook as president, in 1862, but the secretary and the treasurer remained the same. In January, 1863, the election resulted in the choice of J. V. Farwell for president.

Principally through the persistent exertions of the Mercantile Association and the Board of Trade, which crystallized the public sentiment of the city and State, the obnoxious "wild-cat" currency was driven from Illinois. The ship canal and public measures, generally, were vigorously and ably supported. John Tyrell succeeded Mr. Farwell as president, in January, 1864, and the next month the Association opened its new and spacious rooms in the third story of Dickey's building, opposite the Tremont House. Under President Tyrell's administration, the war against the "stump-tail," "wild-cat" currency was continued with renewed vigor. In April, 1864, the merchants of Chicago held a great meeting, formally adopting greenbacks as the standard currency, and calling upon the bankers to do the same. A month later, although decided opposition was manifested, a majority of the money-changers adopted United States and National bank notes as legal tender. Thus it was that the continued efforts of the Association at last bore fruit. Edwin Burnham became its president, in 1865, and Henry W. King in 1866. Mr. King served nearly two years. The Association gradually declined, and finally ceased to hold meetings.

THE SHIP CANAL PROJECT.—The subject of enlarging the Illinois and Michigan Canal sufficiently, in connection with a proposed enlargement of the Canadian canals, to make a continuous waterway for the largest lake craft, via the St. Lawrence River, from the upper Mississippi to the Atlantic, began to be discussed early in November. The commercial value of such means of communication to the Northwest, and especially to Chicago as the lake terminus, could not be overestimated. Its advantages to the Nation in quelling domestic insurrection was most forcibly brought to notice, and the need of it made most painfully apparent by the war in which the country was then engaged. It was believed that the time was propitious for influencing Congress to undertake the work, both as a war measure and as an internal improvement for the advancement of the commercial interests of the great Northwest for all time to come. On November 15, a committee was appointed, consisting of eight members, five of whom represented the Board of Trade, the remaining three being members of the Mercantile Association. It was composed as follows: Board of Trade, George Steel, George Armour, M. C. Stearns, W. D. Houghteling, and Ira Y. Munn; Mercantile Association, Nelson Tuttle, A. Benedict, and John Tyrell. The joint committee commenced its work at once by sending a strong delegation to Washington to urge the favorable consideration of the project upon members of Congress, and, if possible, secure the passage of a bill providing for the immediate prosecution of the work as a National undertaking. Owing to the diverse interests and perhaps local jealousies existing among the representatives of the various States, it was found impossible to get Congress to favor the project; and the commission returned to Chicago, crestfallen but not discouraged, to report the failure of their mission.

February 24, 1863, a large meeting of the business men of Chicago assembled at Metropolitan Hall, at which the joint committee made a most elaborate and able report and speeches were made by Colonel Foster, a member of the Washington delegation, and others. The committee submitted with the report, a series of resolutions embodying in proper form for action of the meeting the recommendations contained therein, which, after a season of effective speech-making, were adopted by acclamation.

The labors of the delegation sent to Washington

did not prove futile. Though they failed in their primary object, they succeeded in enlisting the warmest interest of many influential members, who, on March 2, issued at Washington a call for a mass convention of citizens from all the Northern States, to convene in Chicago on the first Tuesday of the following June, and inviting the co-operation and aid of all the Boards of Trade, agricultural societies, and business associations of the country. The call was signed by Hon. Edward Bates, attorney-general of the United States, fourteen members of the United States Senate and seventy-eight members of the House of Representatives.

DISCIPLINE.—The immense volume of trade, and numerous intricacies of the transactions involved, occasionally developed cases of unmercantile conduct, dishonesty, or sharp practice, which were calculated to bring disrepute upon the Board. Under the then existing rules, it was necessary to bring complaints before the full Board for a hearing; and on the question of expulsion of any offending member, it was difficult, on evidence such as could be presented, to get a vote sufficiently large to expel.

On March 27, two complaints were brought before the Board. The first alleged that the member named in the complaint, had attempted to insure a vessel after he had received positive information that the said vessel was lost. The plea set up in defense was that the application to the underwriters was only intended as a joke. In this case, the motion to expel the offending member was carried. The second complaint was against a leading firm, who, having suspicions that some grain delivered to them by a broker was the property of a dealer then owing them, gave a check for the grain in order to get it into their possession, and immediately after stopped payment on the check, in order to collect the debt. The broker appeared as the complainant, claiming that he had been defrauded of his property by this sharp practice. In this case, the motion for expulsion was not sustained. At the close of the proceedings, an amendment to the by-laws, which brought all complaints for breach of contract under the jurisdiction of the directors was offered, with the understanding that it should lay over until the annual meeting.

Some of the firms and individuals who became members of the Board, about this time are herewith presented.

BLACKMAN BROS. are commission and brokerage merchants, and among the oldest and most prominent members of the Board. They do an extensive business, reaching all over the Northwest, amounting to hundreds of thousands of dollars annually. The firm consists of three brothers, Carlos H., Willis L., and Chester S., natives of Chittenden County, Vermont. Their father moved West in 1857, and settled at Marengo, Ill., and two years later moved to Harvard, Ill., where he engaged in mercantile business.

Carlos H. Blackman was born in 1841, and received the principal part of his education in Vermont, completing it after coming to Illinois. He remained at home, assisting his father in the store, until twenty-two years of age. He came to Chicago in 1863, and entered the commission business, becoming a member of the firm of Linsley, Hanchett & Co. Two years later the firm changed, and was known by the name and style of Linsley, Blackman & Co., which existed until 1869, when the firm of Blackman Bros. was formed. Mr. Blackman became a member of the Board of Trade in 1863. He has been a member of the Committees of Arbitration and Appeals, and was a member of the Board of Directors one term. He is also a member of the Chicago Stock Exchange. He was married in 1868, to Miss Flora Littlefield, of Rockford, Ill.

Willis L. Blackman was born in 1845, and received his education in the public schools of Marengo and Harvard, Ill., and spent his early days, and received his business training, in his father's store. In 1865, he came to this city, associated himself with his brother in the commission business, and became a member of the Board the same year. He was married in this city, in 1869, to Miss Carrie Linsley. They have three children.

Chester S. Blackman, the junior member of the firm, was born in 1848. His early days were spent at home, in school, and assisting his father in his store. In 1870, when twenty-two years of age, he came to Chicago, and entered his brother's commission office, and one year later became a member of the firm, also a member of the Board of Trade the same year. He was married to Miss Jennie Diggins, of Harvard, Ill., in 1877.

ALEXANDER BELL, foreign commission merchant and dealer in flour, oatmeal and provisions, is of a mingled Scotch and English descent, and has marked characteristics of these races in his sturdy physique. On the father's side he is descended from the Scotch covenanters, who fled from Scotland to escape persecution in the reign of Charles II., and took refuge in the north of Ireland. His great grandfather was the Thomas Bell, mentioned in the encyclopedias as among those liberty-loving seceders from the established kirk, who left Ayrshire, Scotland, and settled in Belfast, Ireland. On his mother's side, he comes from that Sayers family who were famous in Northumberland, North of England, for their physical size and prowess. The family moved to Belfast about the same time that the Bells came from Scotland, and they became intimate and fast friends, their children intermarrying. Clement Bell—the father of Alexander—was a butter and provision merchant in Belfast for forty years, bringing up his son to the business. Alexander was born in Belfast on February 28, 1822, and came to America in 1847. He first settled in Cincinnati, where he packed pork for three years; but after moving to Racine, Wis., in March, 1850, he went into the soap and candle business. Afterward he added the manufacture of potash, pearlsh and saleratus; but, business in that line declining, he began again, in 1860, to pack pork. In this he succeeded and moved to Chicago in 1862, to enlarge his business facilities. Henry Milward, a Chicago broker, became a silent partner, and they did business for one year on Archer Road as Alexander, Bell & Co. In 1863, he built a packing-house on Archer Road and Wallace Street, which he sold, in 1864, to B. T. Murphey & Co. In the fall of that year he began to supply Wisconsin flouring mills with wheat, buying back their flour at a fixed price; which business he continued for two seasons only. In the meantime he had built another pork-packing house on Quarry Street and the Chicago & Alton Railroad, where he packed the pork crop of that year. He subsequently rented his establishment, and, in 1876, established his lines of foreign commission in England, Ireland and Scotland; and has done a fairly prosperous business to date. He is particularly fortunate in being able to send to Ireland and Scotland large shipments of a very superior quality of oatmeal, so largely consumed in those countries. This is manufactured expressly for his trade in Iowa, and is fully equal, if not superior, to the best foreign makes. While living at Cincinnati, on November 13, 1849, Mr. Bell was married to Miss Jane Ireland. They have three daughters and two sons, Clement and John. Mr. Bell is a member of the Fifth Presbyterian Church of this city. He has never taken part in American politics, and has never been naturalized; yet, during the war, he stood his chances in three drafts without a murmur of protest.

ANDREW J. HOAGLAND was born in Hunterdon County, N. J., in 1831, and spent his early years on a farm. At fifteen years of age he became employed in a general store at Flemington, in the same county, and for eighteen months previous to coming West was employed in mercantile pursuits in the city of New York. He came to Chicago August 5, 1850, and entered the employ of R. D. Jones & Son, dry goods merchants, with whom he remained seven years. In 1857, he became a member of the Board of Trade, and, in 1858, embarked in the provision business, on South Water Street, buying his meats in St. Louis. In 1862, he closed out his store, and engaged exclusively in the commission provision trade. He built up a large business during the war, and, from 1866 to 1868, did an immense trade in flour as a commission merchant and forwarder. He subsequently gave up the flour business, and confined himself entirely to the provision and grain commission trade. On October 1, 1871, he became associated with A. E. Clarke, under the firm name of Hoagland & Clarke. The firm did a large and successful business up to October, 1883, when it was succeeded by Hoagland & Hill (J. G. Hill). This firm continues to do a very large shipping and commission business. He was for twenty-one years treasurer of the Second Universalist Church (Church of the Redeemer), and has ever been one of its staunchest and most consistent members.

HENRY W. ROGERS, JR., the son of Dr. G. A. Rogers, was born in Bath, Steuben Co., N. Y., March 27, 1832. At the age of twelve years, he came to reside with an uncle in Buffalo. There he spent the years of his youth and early manhood, received his school education, and learned most thoroughly the principles and executive details of mercantile business. For thirteen years he was engaged in the ship chandlery business, and, in 1860, emigrated to the West, first settling in Clinton, Iowa, engaging in mercantile business with his father. He came to Chicago April 17, 1863, became a member of the Board of Trade soon after his arrival, and

established himself in the commission trade, under the firm name of H. W. Rogers, Jr. & Co., his partner being F. B. Wear. Under this firm name he conducted business for some years, subsequently forming a copartnership with his brother, James C., when the name was changed to H. W. Rogers, Jr. & Brother, which has continued to the present time. Mr. Rogers has been an active and valuable member of the Board since he became identified with its work. He has served on many important committees, among which was the Committee of Arbitration, and has held nearly every office of honor or trust within its gift. He was first a director; second vice-president in 1879; first vice-president in 1880; and president, in 1881. During his administration, the project of building the new Chamber of Commerce was brought into the practical shape that has resulted in the present magnificent structure. He was a member of the committee which performed the first efficient work toward its erection, selecting and securing the site on which the edifice is built, and adopting the plans and methods for the building. He was, by virtue of his office as president, the first chairman of the real estate managers. As a citizen, he has been accorded a high rank, as is evinced from the fact that he is a member of the Executive Committee of the Citizen's League, and was, in the summer of 1883, appointed a director of the Chicago Public Library. The mere enumeration of the positions held by any true American citizen gives but faint hints of the sterling worth which is evinced in the faithful performance of the duties devolving upon them. These are known to their contemporaries, and go to make up the true character; and on this true test of worth the subject of this sketch has built up a most enviable and lasting reputation.

WILLIAM E. MCHENRY was born in Westfield, Chautauqua Co., N. Y., September 13, 1844, and came to the West with his parents in 1849, who settled, in 1850, in Racine, Wis. There he received his education and engaged in mercantile pursuits until 1863, at which time he came to Chicago, where he first entered the employ of Wiley M. Egan. He subsequently was with C. B. Goodyear eight years, being for three years a partner. In 1872, he engaged in the grain commission trade alone, which business he followed until 1877. In December, he entered into a co-partnership with Charles G. Cooley, under the firm name of Cooley & McHenry. The firm dissolved in 1878. Mr. McHenry continued business alone until 1881, when he became a member of the firm of Preston & McHenry. This continued but a few months. February 1, 1882, he formed a business connection with F. P. Rush & Co., under the firm name of McHenry, Rush & Co. February 1, 1883, he became a member of the present firm of McHenry & Balding, his partner being Thomas E. Balding, formerly of Milwaukee, and the junior member of the firm of Charles Ray & Co. Mr. McHenry has been a member of the Board of Trade of Chicago since 1863. He was a director in 1878-79-80; second vice-president in 1881; and first vice-president in 1882. During his term of membership, he has served on many important committees and held many responsible positions not above enumerated. He has been a member of Oriental Lodge, No. 38, A. F. & A. M., since 1875, and served as its Worshipful Master in 1877-79. He is also a member of Washington Chapter, No. 43, R. A. M.; Apollo Commandery, No. 1, K. T.; and of Oriental Consistory, 32°, S. P. R. S.

T. E. BALDING was born in London, England, in 1837, came to America and settled in Milwaukee in 1849, where he received his education in the schools and business houses of that city. He enlisted as a private in the war, and came out, after his full term of service, as captain of his company and the rank of brevet major, bestowed for bravery and meritorious services in the field. He has been an active member of the Milwaukee Board of Trade for twenty years, and left his connection with one of the leading firms of that city to join Mr. McHenry in their present business.

THE YEAR 1863-64.

The fifteenth annual meeting was held April 6, 1863. The membership was reported at nine hundred and seventy-eight—an increase of fifty-four during the past year. The officers elected were: John L. Hancock, president; N. K. Fairbank and Charles Randolph, first and second vice-presidents.

The report of C. T. Wheeler, the retiring president, gave the following summary of the fiscal affairs of the organization: Total amount received into the treasury, exclusive of the war fund, \$33,836.37; total expenditures, \$31,832.03. In addition, the Board had collected \$51,365.99, and paid out on orders of the war fund committee, for war purposes, \$36,566.12, leaving in the

hands of the Board, subject to the order of the committee, \$14,799.87. The president called attention to the rapid growth of the association, which had already outgrown the capacity of the rooms, and recommended that the Board take steps to procure a suitable location, and erect, during the coming year, a Board of Trade building. He called the attention of the members to the numerous charges which had been made against members for sharp practice and dishonorable dealing, and recommended the adoption of more stringent rules, whereby, when charges of that nature had been proven against a member, he might be expelled in a more summary manner than was possible under the existing rules. He announced the annual dues from members, for the ensuing year, to be fixed at ten dollars.

NEW RULE FOR SUSPENSION.—In accordance with the recommendation of the president, the amendment in regard to the suspension of members, which had been presented to the Board, on March 27, was taken up, and, after due consideration, adopted. The amendment reads as follows:

"Any member of the association making contracts, either written or verbal, and failing to comply with the terms of such contract, shall, upon representation of an aggrieved member to the Board of Directors, accompanied with satisfactory evidence of the facts, be suspended by them from all privileges of membership in the association until such contract is equitably or satisfactorily arranged and settled. And it shall be the duty of the Board of Directors to cause to be publicly announced to the association, the suspension or restoration of any member suspended under this rule."

THE WAR RECORD.—During the earlier months of the year, the Board continued to perform the work of aiding soldiers in the field and their families at home, with the same munificence and promptness which had characterized its work since the war began. To sustain the country and aid her defenders had been accepted as a duty to be performed without question and without delay, for months and years to come, if necessary.

On April 16, the death of Lieutenant J. S. Ballard, of the Second Board-of-Trade Regiment was announced. Appropriate eulogies were enunciated and resolutions adopted. His funeral, which was observed on the day following, was attended by the members of the Board in a body.

On June 1, State Adjutant-General Allen C. Fuller addressed the Board concerning the urgent necessities of the Sanitary Commission, which, at that time, was the great agency for the systematic distribution of supplies to the sick and disabled soldiers. General Fuller gave a clear account of its plan of work, and of the vast field in which it was engaged. He closed with a most eloquent appeal for aid. The ordinary and sure response of the Board was forthcoming. The association, in its corporate capacity, gave \$2,500, to which sum the members added \$5,560, by individual subscriptions.

The death of Lieutenant-Colonel Joseph C. Wright, of the First Board-of-Trade Regiment, was announced on 'Change, July 6. He died from a wound received in the arm at the attack on Vicksburg, May 22. Fitting eulogies were pronounced by his old friends, I. Y. Munn, Charles Randolph and Murry Nelson, which brought tears to many eyes. Resolutions of condolence and sympathy were passed. Colonel Wright had been eloquent in defense of his country from the first, and was among the earliest to affirm the sincerity of his speech by his acts. He took an active part in enlisting the regi-

ment of which he was afterward lieutenant-colonel. He was pressed to accept the colonelcy, which he firmly declined, for what he deemed patriotic reasons, and through that distrust of his own abilities which is so often found in exalted souls. He was well fitted for the position he finally accepted by a thorough training at the military school at Norwich, Vt. His funeral was largely attended by members of the Board and citizens generally; after which his remains were borne, under military escort, to the railway depot, for transportation to Oswego, N. Y., his former home.

On the day of the opening of the first Sanitary Fair (*q. v.*), the business of the Board was suspended.

On October 18, President Lincoln issued another call for three hundred thousand men, to be furnished by volunteers, until January 5, 1864, on which date drafting would commence in all districts where the quota had not been filled. The quota of Chicago under this new call was estimated at about three thousand. To fill this requisition, without resort to a draft, was the most arduous task that the necessities of the war had yet imposed upon the citizens. It was rendered peculiarly difficult, since the call came at a time when laborers were scarce and found more profitable employment than at any season of the year. Soon after the call had been made, Adjutant-General Fuller visited Chicago, and addressed the Board of Trade in regard to the pressing necessities of the country, and the importance, if possible, of furnishing the quota of Chicago without resort to a draft. He announced that permission would be given to responsible parties to establish recruiting agencies and appoint



CORNER OF RANDOLPH AND CLARK STREETS,
LOOKING SOUTH.

recruiting agents. This intimation to the Board that its services were required as a recruiting agency met a ready response.

RECRUITING AGENCY ESTABLISHED.—On November 19, S. S. Green and Joseph C. Riddle were appointed recruiting agents, and an office opened at

No. 4 Clark Street. It was resolved, first to fill the Board-of-Trade regiments, after which, the recruiting should be continued until the quota of the city should be filled. The Government bounties offered were as follows: For new recruits, \$302—\$75 in advance, \$50 the first pay day following (two months after), and \$50 every six months thereafter, until the full bounty should be paid. A veteran nine-months man received \$402, payable in the same manner as that of the raw recruit. In case of death, any unpaid installment of the bounty was secured to the heirs of the deceased. In addition to this, the Board added special inducements to such as enlisted in the Board-of-Trade organizations then in the field.

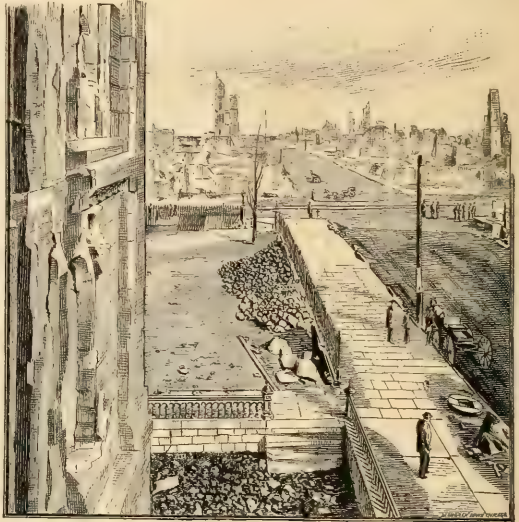
There was but little enthusiasm among the people for many weeks after recruiting was begun, and but few men were obtained. As the time appointed for the draft approached, anxiety at the small number of recruits offering became intense. It was plain that some vigorous methods were needed on the parts of the county and city authorities as well as the citizens. Accordingly, mass meetings were held each evening, from December 16 to 21; the first being held in Bryan Hall, and those subsequent at the Board of Trade rooms. Owing to the difficulties of obtaining a correct enrollment, and efforts to obtain at Washington an abatement of the State quota, the draft was postponed until late in the spring, and the quota was finally filled. The success was doubtless more largely attributable to the well-directed efforts of the members of the Board of Trade than to any other single cause.

THE CHAMBER OF COMMERCE.—So rapid had been the increase in membership that the rooms which had been leased for ten years, and first occupied in February, 1860, had, in less than two years from that date, become so crowded as to necessitate an addition of forty feet on the east end of the hall. In his annual report, January 1, 1862, Secretary Catlin congratulated the Board on the commodious rooms, the enlarged dimensions being, "including the secretary's office, grain inspector's office, reading-room, sales room, etc., one hundred and sixty feet long by about fifty feet wide." Early in 1863 it became certain that the Board must obtain larger rooms or restrict its membership, and the question of a new hall began to be seriously discussed. The Board first took action on the matter by the appointment of a building committee, which was to consider and report some plan for building or otherwise securing suitable rooms. The members of the committee were N. K. Fairbank, Charles Randolph, J. C. Dore, Julian S. Rumsey, Stephen Clary, W. D. Houghteling and C. T. Wheeler. The committee, ultimately, May 21, reported an act for the organization of the Board of Trade Building Association, with a capital stock of \$300,000; the building not to be commenced until \$100,000 had been subscribed.

The committee at the outset had believed it feasible for the Board to effect a building organization under its own charter, but, on further examination, found it of doubtful legality and of very questionable expediency. It therefore proposed that a joint-stock company be formed under the charter of the Chamber of Commerce of Chicago, the provisions of which were fully adapted to the purposes of the Board. After discussion, the proposition was accepted, and the subscription books were immediately opened. Seventeen subscriptions, of \$500 each, were obtained before the

meeting adjourned, and the whole amount required was subscribed by the members of the Board and the corporation within the ten days following.

The Chamber of Commerce was incorporated by act of the State Legislature, April 14, 1863, and had effected an organization, although it had not assumed any of the active functions authorized by the charter.



RUINS, CLARK AND RANDOLPH STREETS.

The incorporators were: John C. Hilton, T. J. S. Flint, Charles H. Walker, Thomas Harless, Asa Dow, Clinton Briggs, Henry Milward, Thomas B. Taylor, S. M. Johnson, Hugh McLennan, M. C. Stearns, V. A. Turpin, Hugh Adams, Hiram Wheeler, W. F. Coolbaugh, Walter S. Gurnee, Marcus D. Gilman, Myron H. Horton, Potter Palmer, William M. Ross, William R. Arthur, John B. Turner, John F. Tracy, John V. Ayer, David Krieh, Horatio Reed, of the City of Chicago; F. W. Leonard, John McIntire, of Pekin; J. M. Rollins, of Quincy; G. B. Stiles, of Dixon; Tobias S. Bradley, of Peoria; N. H. Ridgely, of Springfield; and George Woodruff, of Joliet.

It had authority to conduct commercial affairs, the powers conferred being similar to those granted in the charter of the Board of Trade, and expressed in similar language. To Section 5, concerning the admission and expulsion of members, was added the following proviso, not appearing in the Board of Trade charter:

"Provided, no person shall ever be rejected or expelled for religious or political tenets; and no member shall be expelled or any penalty inflicted upon said member for any offense against said corporation, except upon conviction, after due notice, and a fair trial and hearing in the presence of the accused (unless said member has absconded), who shall be permitted to examine and cross-examine witnesses upon said trial. The testimony taken at said trial, if requested by either party, shall be taken in writing and accessible to either, for reading, copying, or publishing the same."

The first election of officers of the Chamber of Commerce, after its interests became merged with those of the Board of Trade, was held March 1, 1864, at which time the following officers were chosen: Presi-

dent, R. M. Hough; Vice-President, V. A. Turpin; Treasurer, J. V. Farwell; Directors, John L. Hancock, T. J. Bronson, P. L. Underwood, H. Milward, Lyman Blair, D. Thompson, J. M. Richards, Hugh McLennan, George F. Ramsey, S. M. Nickerson, J. K. Pollard.

After various propositions were considered, it was determined to buy of the First Baptist Church, the lot on the southeast corner of Washington and LaSalle streets for \$65,000. At a meeting held February 26, it was decided that the rental should be determined by a committee of six persons, all to be members of both associations, and, in case of a failure to agree, three referees were to be added to the said committee, not members of either association. The decision as to the rental was to be based on an annual return of ten per cent. on the cost of such part of the building as should be occupied by the Board. The president and directors were also empowered to enter into an agreement, binding the Board to lease the rooms, when ready for occupancy, for a term of ninety-nine years, at such annual rental as should be determined by the above mentioned committee. The rental finally decided upon was \$20,000 per annum.

All preliminaries being at last arranged, the total stock was announced at \$500,000, and early in the spring the work of building was begun.

MINOR TOPICS.—The mention of many minor occurrences during the year have been omitted, as having no important bearing on the continued growth of the association in influence or importance. In May, it appointed a committee to make a survey and estimate of the cost of improving the harbor. It also did its full share of work in making the great Canal Convention, which convened in Chicago in June, a success. Through the Board of Trade committee, it was furnished with most elaborate statistics of the trade and commerce, not only of Chicago, but of the whole Northwest; and the Board freely extended its hospitalities to the members of the convention throughout the session. In August, many members, in response to an invitation from the Board of Trade of Portland, Me., visited that city, in company with delegates from the Boards of Trade of Detroit and Milwaukee. A special train over the Grand Trunk Railway conveyed the excursionists from Detroit to Portland. Short stops were made at various stations in Canada, where speeches of welcome were made and every token of good will evinced. At Montreal, they were entertained for a day and a night by the large-hearted merchants of that city. The hospitalities extended by the citizens of Portland far transcended every anticipation of the visitors.

Following are personal mentions of some of the gentlemen who became members of the Board during the epoch just treated, and whose subsequent career has been alike honorable to the city, its mercantile interests and themselves.

CHARLES D. HAMILL is senior member of the firm of Hamill & Brine; of which George J. Brine, is the junior partner. It was instituted on January 1, 1884. Mr. Hamill was born in Bloomington, Ind., in 1839, and came to Chicago in 1852. He joined the Board of Trade in 1864, and has served on various important committees since that date, as well as having been a director for three years. From 1875 to 1882, he was a member of the firm of Van Inwagen & Hamill. Mr. Hamill is vice-president of the Chicago Club, one of the trustees of the Chicago University, a director of the Art Institute, and has always taken an active interest in all movements instituted for the purpose of advancing culture in our city.

GEORGE J. BRINE is a native of Newfoundland, and was born at St. John's on December 9, 1839. He received his early education at the common schools of his native town, and, after making a voyage or two as supercargo, and engaging in some mercantile ventures, he

determined to seek his fortune in the West. In October, 1859, when not twenty years of age, he came to Chicago, and entered the employment of his uncle, William Brine, one of the early members of the Board of Trade. Very shortly after his entry into this department of commerce, the young man was found to be very useful, from his previous knowledge and adaptability to the requirements of his position, and his uncle accordingly took him into partnership, under the firm name of William Brine & Co., which existed until 1866. In 1863, William Brine went to New York, and there opened a branch house of the Chicago establishment, leaving George J. Brine to operate the main house in this city. After the dissolution of this partnership, Mr. Brine conducted a commission business alone for three years, and then entered into partnership with John B. Lyon and Thomas B. Rice, under the firm name of J. B. Lyon & Co., which was dissolved in the fall of 1872. Until 1879 Mr. Brine did business alone, but, during that year, he became an employé of Armour & Co., with whom he remained five years. On January 1, 1884, he entered into his present business association with Charles D. Hamill, under the firm name of Hamill & Brine, and which occupies a deservedly prominent position on the Board of Trade and in commercial circles. Although a foreigner by birth, and not even a naturalized citizen until after the war, Mr. Brine did his duty to his adopted country in the day of its trouble, and sent a substitute to the ranks, at a cost to himself of \$600. He is a member of Oriental Lodge, No. 33, A. F. & A. M.; also of the Union Club; and is connected with Professor Swing's congregation.

JAMES S. AND WILLIAM F. PEIRONNET are natives of Birmingham, N. Y. They came to Chicago at the age of twenty and twenty-three years, respectively, and in September, 1864, established the firm of J. S. Peironnet & Co., forwarding and commission merchants. Being conservative, competent, and in other respects well qualified for the business, they for years transacted one of the largest and most successful businesses on 'Change. Through the many vicissitudes of trade, they are one of the few firms who have always stood unchanged, with reputation, responsibility and credit unimpaired. Their patrons, friends and acquaintances acknowledge them to be of unusual business ability, and justly entitled to the prominence they have attained.

GEORGE W. PHILLIPS, JR., is a native of Cincinnati, where he was born, in 1828. He engaged in the provision business with his father, George W. Phillips, in 1848, at Chillicothe, Ohio. In 1849, they moved to Madison, Ind., and established the firm of George W. Phillips & Son, packers of pork. This concern did a large business, and built up an enviable reputation. Six years later, George W., Jr., returned to Cincinnati, and began business as a provision broker. He was for about a year a member of the firm of Phillips, Sledge & Co., after which he carried on business alone. He built up an enormous trade, and was the leading man in the provision market for a number of years. During the war he established the Phillips Provision Exchange, and carried it on successfully for a considerable time. Mr. Phillips came to Chicago, in October, 1864, and established the commission firm of George W. Phillips & Co. In 1880, he became associated with O. A. Fitch (who died in March, 1881), and organized the firm of Fitch & Phillips, commission merchants. Mr. Phillips has been a member of the Board since his arrival in this city, and since January, 1884, has been a member of its Committee of Arbitration. He is an active, enterprising business man, and one of the oldest and most experienced provision dealers on 'Change.

THE YEAR 1864-65.

The sixteenth annual meeting was held on Monday, April 4, 1864. The number of members reported was one thousand two hundred and fifty-seven—an increase of two hundred and seventy-nine during the year. The election resulted in the choice of the following officers: John L. Hancock, president (re-elected); Thomas Parker and C. J. Gilbert, vice-presidents. The president's annual report of the fiscal affairs of the Board gives the following items:

Total receipts for the year	\$45,908 21
Total expenditures	41,909 82
Balance in hands of the Treasurer	3,998 39
Balance unexpended in the hands of War Fund Committee	5,129 79

The report also gave a review of the work of the association during the past year, making allusion to the various subjects on which it had acted, which have been adverted to in the foregoing pages.

NATIONAL vs. STATE-BANK CURRENCY.—At the beginning of the war, the depreciation in Southern stocks nearly annihilated a majority of the Illinois and other Western banks, whose circulation was based on them. The subsequent establishment of National banks, and the issue of legal tender notes by the Government, with the tax imposed on State banks, resulted in closing up most of the Western banks that had survived the first shock. There was no profit in issuing bills for home circulation where constant redemption in greenbacks was required. The Eastern banks, however, found a profitable business in loaning their bills for circulation in the West, where they often remained for months before returning, to be immediately sent West again on their tour of profit. The volume of State-bank bills gradually increased. At the beginning of the war, it was but \$150,000,000 in all the loyal States; in 1864, it had increased to over \$400,000,000, and was fast driving out of circulation the legal tender money of the Government. Chicago was flooded with it; the banks received and paid it out, holding the reserve in their vaults, so far as possible, in greenbacks. The public, made wary by past sad experiences with State-bank money, became suspicious and fearful of a collapse which would bring renewed business disaster. A few of the leading members of the Board of Trade determined to take the initiative in forcing the retirement from circulation of all bills not convertible into legal tender notes in Chicago, without loss or delay. The work was inaugurated at the annual meeting. I. Y. Munn called the attention of the Board to the miscellaneous currency with which the West was flooded. He believed that there were now "greenbacks" and National bank notes enough in circulation for the legitimate business wants of the country, and deprecated the further recognition of the State-bank bills, which he styled "wild-cat currency." He believed the Board of Trade, as the most important commercial body in the West, should take the initiative steps toward driving them from circulation. He offered the following resolutions:

"Resolved, That on and after the first of May next, all transactions by members of this Board shall be for United States legal tender notes and National bank notes or their equivalent."

"Resolved, That this Board hereby request the banks of the city to aid them in this effort to make treasury and national bank notes the basis of all money transactions."

P. L. Underwood moved an amendment that a committee be appointed to confer with the merchants and bankers in relation to the substitution of National currency in place of the miscellaneous currency with which the country was flooded, and that the committee report the next Monday.

W. D. Houghteling also moved an amendment that all the resolutions, except that in relation to the appointment of a committee of conference, be laid on the table, and that the committee be requested to report on Monday night.

The motions of Messrs. Underwood and Houghteling were both carried, and a committee appointed, composed of I. Y. Munn, P. L. Underwood, R. M. Hough, and the chairman, to confer with the bankers in accordance with the resolutions.

A public meeting was held at the Board of Trade rooms on Friday evening, April 8, to get a more general expression of sentiment on the subject. It was largely attended by merchants, bankers and business men. The feeling expressed was almost unanimously in favor of the move inaugurated by the Board, among the bankers as well as other classes of business men

represented. The only difference expressed was as to the time when the measure should take effect. A majority of the bankers who took part in the discussion thought the first of May (the date set by the Board of Trade resolutions for making legal tenders the basis of currency circulation), would not give sufficient time for banking or business generally to adapt itself to the proposed change without serious disarrangement. The meeting finally passed a resolution requesting the bankers, acting in concert, to name such time as they might deem it expedient to establish treasury notes as a basis of business, and to report such time agreed upon to the Board of Trade committee, at the meeting to be held on the following Monday evening.

At the meeting on Monday, the chairman of the committee Mr. Munn, submitted a report which closed as follows:

"No person doubts the solvency of the New York banks, their securities being ample, always convertible in New York at 1-4 per cent, discount; and so of the New England banks, redeemable in Boston, and at that point equal to treasury notes. Your committee are pleased to state that some of our leading bankers have published a card, in which they decline to receive the bank notes of Pennsylvania, Maryland, New Jersey, Michigan and all except the State Banks of Ohio and Indiana, and believe this step will accomplish much if not all the Board had in view in the commencement of this project; and fully believe that the day is not far distant when our currency will be in a measure purified. If Congress had compelled the National banks to redeem their issues at central points, then we should have found no difficulty; and as there has recently been introduced a bill in Congress relating to banks, that may contain this feature, your committee recommend that all further action be postponed until we learn the action of the present Congress on this question."

The discussion which followed showed, beyond question, that the members of the Board were determined against a postponement as recommended, and that the motion for the adoption of the report would, if put to vote, be defeated by a large majority. Mr. Munn therefore, in behalf of the committee, asked permission to withdraw the report, and offered, as a substitute, the following resolution:

"Resolved, That on and after the 15th of May next, all our transactions shall be based on United States treasury notes or their equivalents."

This resolution was carried with great unanimity; and the Board of Trade thus took the first step toward the desired financial reform without the full coöperation of the banks which had generally favored the indefinite postponement of further action on the part of the Board, as had been first recommended by the committee.

As the time approached when the resolution would go into force, the bankers showed increased uneasiness as to its probable effect; and the more timid business men had become so wrought up by the prophecies of dire disaster that would follow, that strong efforts were made to induce the Board to rescind or modify the resolution. At the noon session of April 20, resolutions were offered extending the time until July 1.

The consideration of the resolution was postponed until the evening of April 21, at which time a very large meeting was held. Following the reading of the resolution, a lengthy and earnest discussion ensued, which was participated in by R. M. Hough, N. K. Fairbank, Julian S. Rumsey, I. Y. Munn, and J. Young Scammon. Mr. Scammon, at the close of a lengthy speech, offered the following resolutions:

"Resolved, That each and every member of this Board of Trade pledge himself to make no business transactions except upon the basis of legal tender treasury notes, or their equivalent; and that he will keep no account with any banker, broker or banking house, except in legal tender treasury notes, or their equivalent;

and that he will not pay out nor circulate, at par, any money or bank notes which are not equivalent to legal tender treasury notes.

"Resolved, That all bank notes which are redeemed at par in Boston, New York or Chicago, shall be deemed equivalent to legal tender treasury notes.

"Resolved, That these resolutions shall take effect and be in force on the — day of May, next."

The blank in the third resolution was filled to read the "fifteenth," as in the original resolution; and the second resolution amended, by striking out "in Boston and New York," thus leaving Chicago the only place of redemption. As amended, the resolutions were passed, the Board thus reiterating its uncompromising determination to stand by its former decision.

ACTION OF THE BANKS.—The banks did not yet give up the hope that the Board and the public would ultimately see the danger they apprehended, and extend the time of redemption to avert it. At a meeting of bankers, held May 8, it was unanimously decided that on and after Monday, May 9, the rate of exchange on New York should be one-half per cent. premium for miscellaneous currency. It was further resolved, that on and after the 1st of July, the bankers of Chicago would receive and pay out, as par funds, United States notes, National bank notes, and such other notes as were redeemed in legal tender notes in the city of Chicago, only, and that hereafter, for the present, solvent New England bank notes, and the notes of such other solvent banks as were redeemed at par in New York, should be taken at one-fourth per cent. discount; Ohio, Indiana, Iowa and New York state-bank notes, and the notes of such Illinois banks as were not redeemed at par in Chicago, should be subject to one-half per cent. discount; and that after the date above mentioned, nothing but United States notes, National bank notes, and such other as were at par in Chicago, should be paid on checks, or in settlement of balances between banks and brokers.

This tardy action of the bankers, and their independent manifesto as to when and how they proposed to meet the question, did not have the effect to induce the Board to re-open the subject. So soon as the determination of the bankers to delay the assumption of the legal standard basis until July 1, the following was published, signed by one hundred and fourteen of the leading firms and members of the Board:

"CHICAGO, May 9, 1864.

"We, the undersigned, members of the Board of Trade, agree, on and after the 15th, to base all transactions, either buying or selling, on legal tender treasury notes, or their equivalent."

The united and determined resolution on the part of its members to sustain the action of the Board, and the known popularity of the measure in all business circles, outside the banks, forced them to a reluctant acquiescence in the measure, as appears by the following, which was published on the 12th of May:

"The undersigned, banks and bankers of the city of Chicago, hereby agree that, on and after Monday, May 16, 1864, we will receive on deposit at par, and pay out at par, only legal tender notes, National bank notes, and the notes of such other banks as redeem at par in the city of Chicago.

"It being understood that all the checks dated prior to May 16, may be paid in the present currency, and all balances due between banks and bankers, on Monday morning, are to be settled on the same basis."

This was signed by twenty-six of the leading public and private bankers.

The railroad and express companies also signified their intention to adopt the same rule. On May 16, the city of Chicago, for the first time in its history, conducted its business on the basis of a National currency. The Board of Trade, in thus inaugurating the movement

and carrying it to a successful issue against the combined money-lending power of the city, demonstrated, as never before, that it had become the chief agency in controlling and directing the methods and conduct of the business of Chicago.

ACTION ON EXTRANEANOUS SUBJECTS.—On May 24, at a meeting of a joint committee of members of the Chicago Board of Trade and the Milwaukee Chamber of Commerce, uniform rates of commission and brokerage, for the purchase and sale of all commodities dealt in by the members of either association were adopted.

On January 6, 1865, the Board passed resolutions favoring the project of a ship canal around Niagara Falls on the American side.

February 8, a resolution was passed relative to the purification of the Chicago River by means of the enlargement of the Illinois & Michigan Canal, and recommending such legislation as would enable the city of Chicago to undertake the desired improvements in concert with the board of trustees of the canal. In accordance with these resolutions an act was passed and approved February 16, under which the city appointed a board of commissioners, who were empowered to borrow money and enabled to ultimately complete the desired work.

During February, the Board passed a series of resolutions condemning the ninety-nine-year street railway franchise and the Chicago and Evanston Railroad charter, which were extremely obnoxious to a majority of the citizens. Notwithstanding the general opposition, the joint measure was passed; was returned by the governor with his objections thereto; again passed over his veto; and became a law February 6.

CLOSE OF THE WAR PERIOD.—The Board continued its incessant labors in support of the Union cause as in former years. These unremitting efforts for the relief of sick and disabled soldiers flowed largely through the channel of the Sanitary Commission, and its work in recruiting was extensively done by individual members. It held a series of war meetings in May, to promote enlistments for the call for one-hundred-day troops, and proved itself, as before, the great source from which came ever-renewed enthusiasm and courage for the faltering or faint-hearted. The continued calls for new men at last overtook even the enthusiasm of the Board, and brought the citizens face to face, with the last resort—a draft. Drafting commenced September 26, at which time the city was in arrears one thousand two hundred and thirty-five men. The deficit was distributed throughout the different wards, none being entirely exempt. Under these circumstances the energy of the Board could not be exerted as a body, each member being most seriously exercised in getting his own ward free from the draft.

The drafting went on intermittently for about three weeks, during which time substitutes were furnished nearly as fast as conscripts were drawn—each town or ward having, through local committees, the work of furnishing substitutes for its own conscripts.

The close of the fiscal year saw the end of the long and bloody struggle in which the Board had so effectively borne its loyal part. The news of the fall of Richmond was received on Monday, April 2. The victory, so long delayed, had come at last. The heavy burdens which patriotic duty had imposed, dropped from the tired shoulders that had carried them with the utmost patriotism and patience. It is needless to repeat the oft-told story of the tumultuous rejoicing that followed. Business was suspended, and all through the long, bright day, and far into the night, the hall resounded

with congratulatory speeches and the responsive shouts of applause of the exultant crowds.

Thus closes the record of the most memorable period in the annals of the Board of Trade. Throughout the struggles of those weary years it had never faltered in its work nor lost hope in the final victory. Underneath its turbulent waves of speculation and trade, burned, with never-failing and fervid heat, the fires of patriotism, until, emerging from the conflict, it took the place in history accorded only to those who had stood, with fearless and uncompromising spirit, the staunch friends of the Nation through every vicissitude of uncertainty, doubt and discouragement, even to the end.

One of the oldest houses doing business in the city, and one which has attained commercial prominence, is that of Albert Dickinson.

ALBERT DICKINSON'S SEED HOUSE was originally started by the father, Albert F. Dickinson, in 1854, and in 1872 was changed to the name of the eldest son. The three brothers are working together in the business.

Albert F. Dickinson was born June 28, 1809, at Hawley, Franklin Co., Mass., and received a common school education in his native country. He became a teacher in Savoy and Adams, Mass., and was afterwards clerk in a dry goods store at Adams. He then went to Curtisville, Mass., and became agent for two cotton factories located at that place, going to New York to purchase the raw cotton for the mills and sell the manufactured goods. In 1840, he visited the West, and came to Chicago and continued his journey up into Wisconsin, but afterward returned to Massachusetts and purchased a grist-mill at Curtisville, Berkshire County. He was elected justice of the peace, selectman, and to other town offices, and was appointed postmaster. In 1848, he was elected by the Democratic party a member of the State Legislature. In 1852, he moved to Albany, N. Y., and engaged in the flour and commission business, but shortly afterward disposed of the business and moved to Buffalo, N. Y. He there formed a partnership with Chester Hitchcock, which was terminated in 1855. In 1854, he came to Chicago, his family following him in September, 1855. He soon commenced the seed and grain business, in which he continued until 1872, when, on account of failing health he transferred his business to his oldest son, Albert Dickinson. In the early days of the Board of Trade he became one of its members, when a membership cost only five dollars. At his death in 1881, the Board passed the following resolutions of respect: "*Resolved*, That in the death of Mr. Albert F. Dickinson this association has lost a member, who, in his long intercourse with us as a business man always commanded our sincerest respect as a man of an exceptionally high sense of commercial honor, and whose integrity was never questioned in the many transactions in which he was engaged during his residence in the city." He was married in Adams, Mass., in 1836, to Miss Ann Eliza Anthony, daughter of Humphrey and Hannah Anthony; and there are six children living, viz.,—Hannah (now Mrs. Charles C. Boyles), Melissa, Albert, Nathan, Fannie and Charles.

Albert Dickinson was born in Curtisville, Mass., in 1841, and came to Chicago, in 1855, with his parents. For a short time after school, he assisted his father in business. In 1861, he enlisted in the army, as a private in Taylor's Battery, and remained for three years. He was in the battles of Donelson, Vicksburg, Shiloh, and other engagements. He then returned to civil life, and commenced business at Durant, Iowa; from there he was called to Chicago on account of his father's failing health, and at once took the responsibilities of the business upon himself, and actively commenced the duties of manager. He has since associated his two younger brothers with him.

Charles Dickinson was born in Chicago in 1858, and was educated in the schools of this city. He began trading on the Board in his seventeenth year. He traveled in Europe in 1880, and in Europe and Africa in 1883-84.

Nathan Dickinson was born in Curtisville, Mass., in 1848, and was educated in Chicago. After attending the High School for a short time, he was needed in the business, and commenced under his father's instruction. He has remained continuously in the establishment since.

GEORGE T. SMITH, one of the vice-presidents of the Board of Trade, was born in Providence, R. I., in 1849, and received his education there and at Lockport, this State. He came to Chicago, in 1865, and commenced his business career,—which has been so replete with energy and fortuitous results,—as a clerk for Spruance, Preston & Co. He remained with them eight years, subsequent to which he started in the commission business for himself and con-

ducted it two years. He then went into partnership with Henry G. Gaylord, under the firm name of Smith & Gaylord, continuing therein for two years; after which he withdrew, and has since conducted a general business. In 1880, Mr. Smith took a tour around the world, which occupied one year in transit, visiting Europe, India, China, Turkey, and, in fact, the notable places of historic interest and memorable occurrences. During the last year he became identified with the United States Storage Company, and was elected its president. In 1875, Mr. Smith married Miss Frances Gaylord, and has one daughter, Annie D., who was born in 1883. Although Mr. Smith has received no educational advantages beyond those of a common school, his travels and observation have given him the finished *aplomb* of the cultivated gentleman, and he is a splendid evidence of what natural ability and self-culture can accomplish. He has been a member of the Board of Trade for twelve years; was a member of the Committee of Arbitration for two years and of the Committee of Appeals for 1880-81, and was elected vice-president in January, 1884.

LYMAN EVERINGHAM, the principal of the house of L. Everingham & Co., commission merchants, is the son of J. S. Everingham, a Baptist minister, and Jane Maria Cowles, his wife, formerly of Geneva, Ontario Co., N. Y., where he was born on September 9, 1831. His youth was spent at various points in the State of New York, as the ministerial duties of his father necessitated his presence at those places. He is the eldest of eight children, four brothers and four sisters, all of whom are still living. At the age of twenty, he left school to take a place in the office of the Buffalo, Corning & New York Railroad, under J. A. Redfield, superintendent. He felt conscious of possessing ability, and was eager to begin life for himself, so he seized the first opportunity that offered itself, which, in this case, was handling a truck and loading freight into cars at \$20 a month. That his self-reliance was not the result of vanity, but arose from a just estimate of his powers, is proved from the fact, that, within two years, he was promoted to the position of paymaster and chief clerk, or what is now known as auditor. Nothing but merit, and that of an uncommon character, could have accomplished this result. Desiring a larger field for the exercise of his powers, he resigned his position at Corning, and came West in March, 1856, to take the position of chief clerk in the Lake Shore & Michigan Southern Railway freight office, at Chicago; and immediately identified himself, as an active member and worker, with the First Baptist Church, then situated at the corner of La Salle and Washington streets. In October, of the same year, a better position was offered him as freight agent of the old LaCrosse & Milwaukee Railway, with his office at Milwaukee, Wis. After the consolidation of that road with the Milwaukee & St. Paul, he took charge of the freight offices of both divisions, until May, 1865, when he resigned to engage in the commission business. E. P. Bacon, general freight agent of the Milwaukee & Prairie du Chien Railroad, resigned at the same time, and they entered into partnership under the name and style of Bacon & Everingham. In 1874, E. P. Bacon retired from the concern, and Mr. Everingham continued the business under the name of L. Everingham & Co., until 1880, when Mr. Bacon re-entered the firm, doing business at Milwaukee under the style of E. P. Bacon & Co. Mr. Everingham then came to Chicago, and opened a commission house, under the name of L. Everingham & Co., leaving the Milwaukee business in charge of E. P. Bacon. This arrangement was very satisfactory; but, in 1883, the partnership was again dissolved, Mr. Bacon taking the Milwaukee business and Mr. Everingham that in Chicago, which he has since conducted alone. During all this period, while subject to so many changes, and now (1884) passing through the third period of serious and universal business depression since its establishment, this house has never had a cloud upon its record nor a single reverse, and is steadily advancing in the confidence of the business world. For solid worth and integrity it has a reputation second to none in the country. Mr. Everingham was married, on December 23, 1857, to Mary M. Dickinson, of Oswego County, N. Y., by whom he has five living children, two sons named Edward and Henry Dickinson, and three daughters named Julia, Belle and May. He is a member of the First Baptist Church of Chicago, of which he is a deacon. He is one of the trustees of Chicago University, and a member of the executive board. He is the superintendent of the First Baptist Church Sunday-school, and has had an extensive experience as superintendent at Milwaukee and Evanston, Ill. At the former place he had charge, for some time, of the home school of the First Baptist Church, and, for two years, had charge of the Sharon Mission of the same Church. At Evanston, he was, for two years, superintendent of the Sunday-school of the First Baptist Church. Mr. Everingham is very active in all Christian and benevolent work, and takes an earnest interest therein; which extends not alone to personal effort but also to financial aid, as he has, on several occasions, by prompt and generous impulse, been instrumental in saving Church property when seriously embarrassed financially.

ABIJAH KEITH is a member of the firm of Keith & Crocker, commission merchants, in flour, on the Board. Their business, as a firm, was established in 1878, and is now quite large, receiving flour from some of the best mills in Illinois, Minnesota, Michigan, Wisconsin, Iowa, Dakota, Kansas and Colorado. Mr. Keith was born in Barre, Vt., in January, 1821, a son of Willis and Dorcas (Clark) Keith. He was educated in Vermont, and in 1839 went to Boston, where he was with J. S. Gould & Co as bookkeeper, until 1848. He then went to California, via Cape Horn. In San Francisco, he was a member of the firm of Plummer, Keith & Co., wholesale grocers and flour dealers, during 1849-50. They imported large quantities of flour for their trade, from Chili, South America; no wheat at that time had been raised in California. He returned to Vermont in 1851, and, on August 17, 1852, was married to Sarah, daughter of the late Colonel J. P. and Sarah (Arms) Miller, of Montpelier, Vt. Soon after his marriage, Mr. Keith, accompanied by his wife, visited Europe, and after his return, represented Montpelier in the Vermont Legislature in 1854. He was engaged in the flour and lumber trade in Montpelier for a few years. At the commencement of the war of the Rebellion, Mr. Keith was senior aide to Governor Erastus Fairbanks, with rank of colonel. He assisted in the organization of the 1st Vermont Regiment, and afterward went to Washington, and served on the staff of Major-General H. G. Wright, during 1861-62, in the Department of the South and Army of the Potomac. He came to Chicago in 1864, and became a member of the firm of Savage, Keith & Wood; and of the firm of D. W. & A. Keith & Co., from about 1868 until 1873. Mr. Keith is a director of the Chicago Relief and Aid Society, and after the great fire of 1871 gave considerable time, for several months, to the work of that organization.

THE YEAR 1865-66.

The seventeenth annual meeting was held April 10, 1865. The number of members reported was one thousand four hundred and sixty-two—an increase of two hundred and five. The officers elected for the ensuing year were: Charles Randolph, president; Thomas Maple and John C. Dore, vice-presidents. The fiscal report showed:

Total receipts for the year.....	\$59,999 15
Balance on hand at beginning.....	59,790 58
Disbursements for war fund.....	12,427 57

The assets of the association had been decreased during the year by \$3,789.32.

The president in his report announced that the war fund was now exhausted, and that the war committee had become dependent on the Board of Trade for funds to disburse to the soldiers' families and other war purposes to which it was pledged. To meet these requirements, and the prospective increase in current expenses which would arise from the occupancy of the new rooms, then in process of construction, the directors had advanced the annual assessment from ten to twenty-five dollars. In regard to the business of the past year he said:

"In the early part of the past season, large profits were realized from nearly all classes of trade, but, later, business became embarrassed, in consequence of greater fluctuations having occurred in prices of the leading articles of merchandise than ever before, the rates of premium on gold having declined from 192 to 47 per cent., within the past eight months, rendering many investments unprofitable. And yet, a greater amount of business has been transacted on the Board than in any previous year since its organization. In view of lower prices prevailing, and with the present prospect of an early and permanent peace, many of our merchants have made great sacrifices, in order to reduce stock and prepare themselves for any emergency that may arise. And, yet, nearly every member has met his obligations promptly, and no important failures have transpired during the season."

The Secretary said:

"It is true that speculation has been too much the order of the day, and buyers and sellers of 'long' and 'short' and 'spot' have passed through all the gradations of fortune, from the lower to the higher round, and in many instances have returned to the starting point, if not a step lower; but it is to be hoped, that, with the return of peace, this fever of speculation will abate, and trade will be conducted on a more thoroughly legitimate basis."

A new code of general rules was adopted by the Board, at a special meeting held October 14. The by-laws were slightly amended at the same meeting. The new rules defined more specifically the duties of officers, and the rights of parties on time contracts and the manner and conditions for calling for margins on the same. The duties and powers of the Arbitration Committee were enlarged. Under the new rules, the dealing in "futures" was recognized as a legitimate feature of trade, and full and complete rules established for its unrestricted prosecution, if carried on according to the rules then adopted. Under the new rules, the deals in "privileges," or what were then termed "puts" and "calls," were discredited. The new rules repudiated the practice in the following language:

"The privileges, bought or sold, to deliver or call for grain or other property by members of the association, shall not be recognized as a business transaction by the Directors or Committee of Arbitration."

During the year, representatives of the Board made several commercial visits. In June, delegates from this and other Western Boards of Trade visited Boston, being magnificently entertained by the Boston Board of Trade and the city government. In July, a large delegation attended the National Commercial Convention at Detroit.

Two memorials were addressed to Congress during the year—one, in January, 1866, relative to the necessity of protection to the shipping interests on the great inland lakes; the other, in March, praying for the passage of the National Bankrupt Act, then pending.

On April 2, the Board appointed a commercial committee, consisting of twenty-one members, representing as many different departments of trade and manufacture, to whom was to be referred, thereafter, all general questions pertaining to the interests and prosperity of the city.

THE CHAMBER OF COMMERCE BUILDING.—The corner-stone of the new Chamber of Commerce was laid Sunday, September 11, 1864, with Masonic ceremonies. It was the occasion of the largest public Masonic parade theretofore witnessed in the city. The stone was in laid in due form, in the presence of a dense crowd, which filled the Court-house square and covered the roofs of the surrounding buildings, and every point from which the ceremonies could be witnessed. Within the stone were deposited various documents, newspapers, coins, etc. The stone was lowered into position, and the customary Masonic ceremonies were performed, under the auspices of the Most Worshipful Grand Master of the Grand Lodge of Ancient, Free and Accepted Masons of the State of Illinois, Hon. Thomas J. Turner.

The building thus begun was completed in August of the following year, and the rooms designed for the Board of Trade were first occupied by that body on August 13. The festivities and ceremonies for the inauguration of the new rooms, were on a scale commensurate with the importance of the occasion. The jubilee began on August 30, and lasted three days. The programme, as carried out, was essentially as follows: Wednesday—Inaugural ceremonies in the new hall; concert at Crosby's Opera House in the evening. Thursday—Excursion on the lake, on the steamer "Planet"; grand banquet at the Chamber of Commerce in the evening. Friday—Delegates, escorted by committees, visited the Stock-Yards and other notable features of the city; grand ball at the Chamber of Commerce in the evening.

Delegations came from Portland, Boston, New York,

Philadelphia, Pittsburgh, Baltimore, Cincinnati, Cleveland, Toledo, Detroit, Albany, Troy, Oswego, Buffalo, Canada, Milwaukee, Louisville, St. Louis, Indianapolis, New Orleans, Memphis, Natchez and Cairo—the aggregate number of invited guests entertained exceeding six hundred. The columns of the newspapers of the day were crowded with the accounts of the magnificent reception, inaugural ceremonies, ball, concert, excursion and banquet. It was the most prolonged and successful season of festivities ever seen in the West.

At eleven o'clock, the assemblage was called to order by Charles Randolph, the president of the Board of Trade. The gentlemen chosen to respond for the various States were invited to seats on the rostrum, after which the ceremonies were opened by a prayer offered by Rev. O. H. Tiffany. The order of exercises which followed is given below:

Inaugural address, by Charles Randolph, President of the Board of Trade. Responsive addresses for the several States represented, in the following order:

Maine, S. T. Anderson, of Portland; Massachusetts, J. S. Roper, of Boston; Ohio, W. T. Perkins, of Cincinnati; New York, D. G. Fort, of Oswego; Pennsylvania, J. B. Bankson, of Philadelphia; Michigan, G. V. N. Lathrop, of Detroit; Canada, Adam Brown, of Hamilton; Kentucky, Judge Habbison, of Louisville; Missouri, Mr. Abel, of St. Louis; Indiana, E. B. Martindale, of Indianapolis; Louisiana, John W. Norris, of New Orleans; Tennessee, A. J. Smith, of Memphis; and New York, A. L. Pease, of Troy.



CHAMBER OF COMMERCE.

The Chamber of Commerce was located on the southeast corner of Washington and LaSalle streets. The building was completed August 28, 1865. It was of cut stone (Athens marble) on the three sides fronting north, east, and west, and of brick on the south side, which faced Calhoun Place. The façade on Washington Street had a frontage of ninety-three feet; the depth, on LaSalle Street and Exchange Place, was one hundred and eighty feet. The main entrance on Washington Street opened upon a corridor on the ground floor, sixteen feet in width, running through the center of the building from north to south, from which opened, on either side, entrances to various business offices which occupied the first story. Underneath the ground floor was a high and well-lighted basement also fitted up for

offices, with street entrances on the sides of the building. The façade above the first story was divided into three parts by large quoins projecting boldly from the wall line. The middle space was a circular-topped triple window of plate glass, thirty feet high and twelve feet wide, with architraves and an ornamented keystone, and the side spaces had each two windows similar in style of ornamentation but of smaller dimensions. There were also side entrances to the building from LaSalle Street and Exchange Place, which led to the main corridor and to the stairways of the second story. The whole building was surmounted by a Mansard roof, the extreme height of which was twenty-three feet above the cornice and ninety-nine feet from the basement floor. The cornice was ninety-nine feet from the basement floor. The design was not strictly in accordance with any known style of architecture, the æsthetic element in art being kept in subservience to the practical uses for which the building was planned, and restricted by the economical limitations to the cost of the proposed structure. It was, however, when finished, with one exception, the most pretentious and substantial edifice in the city, and, although severely plain in its outward adornments, was symmetric in its proportions, massive in style and an ornament to the growing city.

The quarters of the Board of Trade were in the second story, which was reached by two iron stairways, five feet wide, at the north end, and another seven feet wide at the south end. Ample offices were fitted up, which occupied a space of thirty-five feet across the south end of the building. The hall was one hundred and forty-three feet long, eighty-seven feet wide, and forty-five feet high from floor to ceiling. The president's desk, was in the center of a dais at the north end of the hall, and across the south end was a gallery or balcony, from which spectators could look down upon the throng below, and from which the secretary was wont to proclaim the markets and make his other official announcements. The hall was well lighted by ten windows on either side and five at the north end, and the walls and ceiling were adorned with frescoes in designs illustrative of the various departments of industry—agriculture, manufactures, commerce, etc. The edifice was heated by steam, and at evening sessions illuminated by ten large reflectors from the ceiling. The total cost of the building, including the lot, was not far from \$490,000. The rental paid by the Board was \$20,000, and that received for other offices in the building nearly \$30,000, per annum.

The several contractors on the work were: Architect, Edward Burling; Draughtsman, E. Baumann; Carpenters, Warwick & Cassidy; Masons, Carter Brothers; Plasterers, Doyle & Johnson; Painters, Milligan & Heath; Heaters, Murray & Gold; Decorators, Jevne & Almini; Iron Work, F. Letz; Gas Fitter, J. Scanlan; Plumber, John Hughes; Roofer, W. Clark; Stone Cutters, Wenthe & Moessinger, E. Walker, J. L. Brinard & Co.

THE LAST WAR PLEDGES REDEEMED.—Although the war had ended at the beginning of the year, the battery and the three Board-of-Trade regiments were not out of the service, and the pledges of support made to the soldiers' families were still to be carried out until the last surviving soldier had been welcomed home.

The 88th was the first to return, and arrived June 13, accompanied by the 89th. Both regiments were publicly received and welcomed at the Chamber of Commerce. Murry Nelson, of the committee of reception, announced their presence and welcomed their return in a short, eloquent speech. Sergeant John

Cheevers, with the flag that first floated from Mission Ridge, was received with a wild and enthusiastic burst of applause. Colonel Charles T. Hotchkiss responded for the 89th. Speeches followed by Governor Oglesby and Senator Yates, after which the two regiments were entertained by banquets—the 88th at Metropolitan Hall, under the charge of a Board of Trade committee; the 89th at the Soldiers' Rest, as guests of the railroad men, who had raised the regiment three years before.

The 113th reached Chicago June 22, at one o'clock p. m., too late to be received on 'Change. It marched under escort of the reception committee to Metropolitan Hall, where, after partaking of refreshments, welcoming speeches and responses were made by Murry Nelson, President Randolph, Nelson T. Maple, J. C. Dore, Rev. C. H. Fowler, Colonel John L. Hancock, Judge J. B. Bradwell and others.

The Board-of-Trade Battery arrived in Chicago, Tuesday, June 28. It was met by the reception committee of the Board of Trade at Michigan City, and welcomed home at three o'clock a. m., with cannon and music, and shouts from thousands of people, who had patiently waited its coming nearly all night. The formal reception on 'Change occurred at noon. The veterans bore with them their battle-flag, glorious with the record of their valiant service. On it, were emblazoned, "Stone River," "Elk River," "Chickamauga," "Farmington," "Dallas," "Noon Day Creek," "Kenesaw Mountain," "Atlanta," "Nashville," "Salem" and "Macon." Addresses of welcome were made by President Randolph and Colonel John L. Hancock, to which there were short responses by Captain George I. Robinson, Lieutenants J. H. Stephens and T. D. Griffin, Sergeants Durand and Adams and Privates Odell and McClellan.

The reception closed by the election, on motion of P. L. Underwood, of "all the boys who had honorably served in the battery, as honorary members of the Board of Trade of Chicago." In the evening, the members of the battery were again welcomed and entertained at Metropolitan Hall, by a grand dinner, given by the Board. The memorable feast was lavish, brilliant and sumptuous beyond precedent in affairs of the kind.

The 72d was the last to return. It arrived on Saturday, August 12, at one o'clock p. m. The soldiers were honored with a reception and banquet given by the Board at Bryan Hall, which was on a scale of magnificence fully equal to the reception given the battery.

During the closing months of the year, the members of the Board finished their glorious and patriotic work, by bearing from distant Southern graves, the remains of those of the battery who had fallen in the strife, and placing them in a common resting-place at Rosehill

pears in the following summary of the directors' annual fiscal report:

Total receipts from all sources.....	\$74,129 39
Total expenditures.....	76,035 86
Liabilities outstanding were:	
Due the Treasurer for advances.....	\$2,569 75
Due Chamber of Commerce, one quarter's rent, to April 1,.....	5,000 00
Due proportion of heating expenses to April 1,.....	1,200 00
	<hr/>
Cash in hands of secretary.....	\$8,769 75
	663 28
	<hr/>
Net deficit.....	\$8,106 47

The principal items of extraordinary expense which had brought the Board in arrears were:

Expenses incurred on account of regiments and battery.....	\$3,692 75
Reception of regiments and battery.....	2,427 50
Expenses of bringing home, and funeral of, members of the battery.....	2,349 96
Curbing and improving cemetery lot.....	1,033 00
	<hr/>
Total war expense.....	\$9,503 21
Furniture for new hall and offices.....	7,915 67
Expenses of opening new hall.....	\$19,807 45
Less collected from tickets and subscriptions.....	15,566 00
	<hr/>
Expenses attending ceremonies of respect to the late President Lincoln, draping hall, etc.,	4,241 45
	<hr/>

On August 27, the Board evinced its interest in extraneous commercial projects by appropriating \$500 toward the expense of the survey of a canal route from the Illinois & Michigan Canal to the Mississippi River, at Rock Island.

In December, an effort was made, which was quite generally supported by the Boards of Trade throughout the country, to establish the cental system for the measurement of grain. By the old method, unhappily still in practice, the bushel was the unit of measure in all purchases of grain, although the weight required for a bushel varied not only on different varieties of grain, but on the same variety, as established by custom or law in the different States. The advantages of the new system proposed, if once established, were obvious, as it would not only simplify the process of computation, but bring it in harmony with the system of measurement adopted at Liverpool, as well as the decimal system of monetary computation of the United States. The Boards of Trade in Milwaukee, Detroit, St. Louis, and Cincinnati, all passed resolutions agreeing to adopt the new system on January 1, 1867. The Chicago Board passed a like resolution on December 10. Owing to a want of co-operation in New York and other Eastern markets, the proposed reform was not effected.

On December 20, the Board passed resolutions against the too rapid contraction of the volume of currency, as it involved so great and sudden a depreciation in the value of commodities as to threaten widespread business disaster.

A LAW AGAINST SHORT SELLING.—During the session of the Legislature, a bill, known as the Warehouse Act, was introduced and subsequently passed, which, during the months of January and February, was the chief topic of discussion on 'Change. It provided for the proper storage of grain in the warehouses, forbade discrimination in receiving from different roads, and otherwise put the whole business more directly within the purview of the law than before.

THE YEAR 1866-67.

The eighteenth annual meeting was held April 2, 1866. The membership reported was one thousand four hundred and one—a decrease of sixty-one during the past year, which was attributable in part to the increased assessment. The officers elected for the current year were: John C. Dore, president; P. L. Underwood and E. W. Densmore, vice-presidents. Owing to the extraordinary expenses incurred in opening and furnishing the new hall, and the continued war expenses, the treasury, for the first time since the Board was fairly established, showed a serious deficit, as ap-

THE YEAR 1867-68.

The nineteenth annual meeting was held April 1, 1867. The membership reported was one thousand two hundred and fifty-nine—a decrease of one hundred and forty-three during the year. The annual assessment for the ensuing year was fixed by the directors at \$35. The officers elected were: Wiley M. Egan, president; Lyman Blair and C. B. Goodyear, vice-presidents. The following is the summary of the annual fiscal report:

Actual indebtedness at the beginning of the year.....	\$ 9,212 16
Total receipts.....	94,864 69
Total disbursement, including payment of the old deficit.....	96,693 74
Net deficit.....	1,829 05

The president reported that the commercial committee, appointed the year before, had thus far failed of its object, as, owing to the large number of its members (twenty-one) selected to represent as many important interests, and their being widely scattered, it had been difficult to get a quorum together for the transaction of business. It was, therefore, recommended that the number constituting the committee remain the same, but that five instead of eleven should constitute a quorum. It was accordingly so voted by the Board.

THE OBNOXIOUS WAREHOUSE BILL.—At the annual meeting, the obnoxious features of the warehouse bill, which defined the selling of grain for future delivery, unless it was at the time actually owned by the seller or his agent, as gambling, came up for consideration. The species of trading thus made a misdemeanor, and punishable by what was deemed an excessive fine, constituted more than half the business daily transacted on 'Change. This attempt to eliminate an acknowledged and growing evil from the legitimate trade, threatened to go far towards destroying the trade itself. Moreover, the Board had, so far as it possessed the power, distinctly recognized short selling as one of the legitimate forms of trade, by laying down specific rules as to margins, penalties for non-fulfilment, etc. The law, to say the least, was an innovation on all former commercial usage, and calculated to bring the business of the Board, as then conducted, into disrepute. It was not deemed either wise or consistent with the dignity of the Board to openly defy the law until its validity had been tested in the courts, certainly not without legal advice. It was, therefore, voted to obtain the written opinion of Messrs. Arrington & Dent, counselors at law, as to the constitutionality of the various sections of the bill, as a preliminary to further action. Awaiting the opinion, the members of the Board did considerable trading in defiance of the law, without molestation. In June, Messrs. Arrington & Dent, after long and careful consideration, gave, as their opinion, that the section made to prohibit gambling sales was unconstitutional and void, as to business on the Board. Their argument, on which they based the opinion, was elaborate, and carried conviction to the minds of the members, with whose preconceived opinions the result of their examination so exactly accorded. Thus fortified, the law was, without further action on the part of the Board, treated as a dead letter by the members, and short selling, the putting up of margins, and the bringing of delinquents before the Board of Arbitration, went on as though no statute had designated the business as "gambling." The reward (half the fine) offered to any person prosecuting and convicting offenders, however,

at last developed a champion, who undertook its vindication, it was charged, as a business venture.

Whatever his motive, he was sufficiently earnest in his convictions to open a most vigorous and unexpected onslaught on the dealers in option contracts and margins in the face of the forbidding statute. The name of the self-appointed vindicator was Daniel A. Goodrich. Little can be ascertained as to his antecedents—nothing that would be to his prejudice, or lead to the belief that he was not up to the average standard as to morality, respectability and ability. He had been at one time a lawyer, and was at this time the senior partner of the firm of Goodrich & Moulton. The name of Mr. Goodrich did not appear on the records as a member of the Board of Trade, but he procured a visitor's ticket, which gave him admission to the rooms. The result of his observations, while thus a favored guest, were developed on the following Saturday, August 10.

On this date, a constable appeared on the floor of the Chamber, with warrants for the arrest of nine members of the Board, on the charge of gambling. When the object of his mission was made known, B. P. Hutchinson suggested an easy way of making the arrests. He said, if the constable would but read out the names, he would call the parties together. By this time nearly all the attendants on the Board had grouped themselves around the constable, who proceeded to call the accused parties into the ring. Seven of them answered to the call. These were Charles B. Pope, B. P. Hutchinson, John J. Richards, William J. Scheik, Howard Priestly, A. Eichhold and Don Carlo Scranton. Amid many tender adieux they parted from their fellow members; not, however, until these had escorted them to hacks employed to convey them to the North Side. Those who were left behind cheered them on their way; and, in a few minutes, the whole party, accompanied by several of their friends, found themselves in the office of a justice of the peace. When it was learned that the complainant was none other than the young lawyer, Goodrich, the members indulged in a great many sarcastic observations at his expense. Mr. Goodrich, who was present, made no reply to the miscellaneous abuse heaped upon him, but sturdily maintained that his only object in causing the arrests to be made was to vindicate the law.

After the preliminary examinations had been made, the defendants signed each other's bonds, and the case went over to the Recorder's Court. The party then returned to the Chamber of Commerce, where they were received with cheers. Later in the day E. K. Bruce, C. B. Goodyear, George J. Brine and George M. How were also arrested and taken before the justice, where they furnished bonds to appear before the Recorder's Court. At the request of George J. Brine, Mr. Goodrich, the complainant, was also held in bonds of \$3,000 to compel his attendance in court as a witness for the prosecution.

On August 14, a special meeting of the Board was held to take such action in regard to the recent arrests as the case might seem to demand. The result of the deliberations appears in resolutions, offered by Mr. Charles Randolph, and adopted, after discussion and amendment, by the Board. The resolutions declared that the members could see no wrong in, and recognized no moral difference between, transactions on 'Change and other transactions where property was delivered at the time of sale; and that the Board would, in future, as in the past, stamp with its condemnation and disapproval any and all acts of its members not in

accordance with the recognized principles of commercial integrity. The directors were requested to procure counsel to defend members charged with violating the obnoxious provisions of the Warehouse Act.

The cases against the members never came to trial. The prosecution broke down, not on the merits of the case, but from the stress of impecuniosity, the complainant being unable to furnish the bonds required for his appearance as prosecutor and witness in the Recorder's Court, to which the cases were sent for trial.

There was no further attempt made to prosecute violators of the law; and, although it was decided by the courts to be constitutional, it was tacitly understood to be unmercantile in its spirit and scope, and was accordingly treated as a nullity until the convening of the next Legislature, when the obnoxious sections were repealed.

POWER TO SUSPEND MEMBERS AFFIRMED BY THE COURT.—On May 14, 1867, James P. Page sold to Stevers & Brown a quantity of corn, deliverable at the option of the seller, at any time thereafter during the month, both parties to the transaction being members of the Board of Trade. On the 21st of the month, corn having materially advanced in price, Page offered to settle the contract by the payment of \$500, which offer having been accepted, he paid to Stevers & Brown \$100 in money and gave his note, payable on demand, for \$400, in settlement. Page failing to pay the note when demanded, Stevers & Brown made a complaint to the Board of Directors, before whom Page made answer, admitting the indebtedness, but stating his inability to pay. Thereupon the Board made an order in accordance with the fifth by-law, suspending him from the privileges of the Board.

Page made application to the Circuit Court of Cook County for a mandamus, to compel the Board to annul the order suspending him, and restore him to full membership; affirming in his petition that he had no corn at the time he contracted to deliver it to Stevers & Brown, and that the trade being illegal and void, under the provisions of the Warehouse Act, the Board could not legally recognize it by prescribing a penalty for non-fulfillment. The petition was dismissed, and went to the Supreme Court on an appeal. Opinion was rendered May 12, affirming the judgment of the lower court, which had sustained the Board in its act of suspension, but giving no decision, as had been expected, on the constitutionality of the Warehouse Act.

NATIONAL COMMERCIAL CONVENTION.—Pursuant to a call from the Boston Board of Trade, a National Commercial Convention was held in Boston, on February 5, 1868. The growing importance of the trade organizations at the various commercial centers, as gatherers and disseminators of facts on which to base legislation, had come to be widely felt; and this convention had been called with a view of inaugurating a system of concerted action among the commercial bodies of the country. The convention was attended by delegations of Boards of Trade and commercial associations from every important city in the country. The Chicago Board of Trade sent a representative delegation. The topics considered were:

First, The improvement of inland transportation, including rivers and canals.

Second, The restoration of our foreign trade and shipping interests, including the organization and subsidy of ocean steamship lines.

Third, The relief of our manufacturing and other great producing interests by reducing the burden of taxation.

Fourth, The adjustment of the National finances and currency

upon a basis more favorable to stability in values and the free movement of capital.

Fifth, The adoption of the cental, or some other uniform system, for the measurement of grain.

Sixth, The speedy construction of the North Pacific Railroad.

Seventh, The organization of a National Board of Trade.

To the above was added, by a special resolution of the convention,

Eighth, The agriculture and manufactures of the country, and the promotion and the protection of these great national interests.

The subjects above named were thoroughly discussed and reports adopted, and memorials drawn for presentation to Congress, giving the result of the deliberations on such subjects as required national legislation. It was decided to organize a National Board of Trade, and the Commercial Convention adjourned, to report to a delegate convention to be held the following year, at Philadelphia.

THE YEAR 1868-69.

The twentieth annual meeting was held Monday April 6, 1868. The membership was reported at one thousand two hundred and twenty-four—a decrease of thirty-five during the year.* The polls were open for the election of officers from 10 o'clock a. m. to 4 p. m. It was one of the liveliest elections ever held. In addition to the two leading tickets in the field, headed by E. V. Robbins and J. M. Richards, there were a dozen independent tickets, got up to enliven the occasion. Among the outside tickets, one creating great amusement was termed the "anti-gong" ticket. Among the operators who were daily "gonged" out of the hall at the close of business hours the ticket found many supporters.

The election resulted in the choice of E. V. Robbins as president, by a vote of three hundred and seventy-six as against three hundred and sixty-one votes cast for J. M. Richards. The vice-presidents chosen were E. K. Bruce and J. G. Cole. The election throughout was characterized by great spirit and general good nature.

The report of the directors summarized the financial affairs as follows:

Total receipts for the year.....	\$102,260 18
Total disbursements, including payment of deficit of year before	86,974 60
Balance on hand.....	\$15,285 58

The amount received for grain inspection was \$49,592.20; expenses of inspection, \$42,053.64; profit derived from inspection, \$7,538.56. Among the minor items of expenditure, was \$1,000, paid to the "Widow's and Orphan's Fund."

With the deficit of the past two years extinguished, and a large surplus in the treasury, the directors deemed it good policy to reduce the annual assessment from \$35 to \$30.

The directors were authorized to nominate to the full Board twice the number of delegates to which the Board was entitled in the National Board of Trade, from which the members were to choose the requisite number.

ACTION ON SHORT-WEIGHT CARGOES.—Serious dissatisfaction had arisen on the part of shippers and vessel owners, on account of the discrepancy in weight on cargoes of wheat, as shipped from Chicago elevators and as received at the Eastern ports of destination. At a convention of ship-owners, held in Cleveland, it was recommended as a remedy for the evil, that all Boards of Trade and similar organizations, at all shipping points, be requested to appoint weighers of cargoes,

*The directors erroneously reported an increase of twenty-three members during the year. They had based the income of the year before on a membership of 1,200, but the actual number reported was 1,259.

whose duty it should be to weigh all cargoes of grain in and out of the vessels carrying the same. With a view to bringing the proposition before the Chicago Board at the annual meeting, on motion of Murry Nelson, a committee of fifteen was appointed to consider the matter and report at a future meeting. The committee was to consist of three shippers, three elevator owners, three bankers, three carriers, and three grain receivers, and should they report favorably on the project, the directors were to nominate suitable persons for the new position, who were to be appointed by the president.

The committee, at a business meeting, held April 14, submitted majority and minority reports. The minority report was signed by H. K. Elkins and R. P. Richards, and recommended the appointment of weighmasters for the purposes named, in order, if possible, to protect shippers thoroughly as to quantity received, as they were by the system of inspection as to quality. The majority report was signed by B. P. Hutchinson, Charles Randolph, C. S. Hutchins, J. W. Preston, S. H. McCrea, Ira Y. Munn and T. N. Bond. It reported, as the sense of the committee, that it would be inexpedient for the Board of Trade to assume the appointment of weighers of grain in the elevators of the city; but earnestly recommended to the vessel interests of the city the appointment, under their own auspices, of competent men at each elevator of receiving and delivery, whose duty it should be to fully understand the construction of the elevators to which they were severally assigned, and attend personally to the weighing and delivery and receiving of all cargoes of grain. It further reported a resolution, that

"If any elevators in the city are so constructed that grain, after being weighed for the vessel, can, by any possibility, be returned to the house, the proprietors of such elevators be requested to so alter their houses, in this regard, that the several weighmen may know positively that when grain is once weighed for the vessel it must certainly go on board."

The minority report was laid on the table, and so much of the majority report as is above summarized was adopted.

THE SOLDIERS' MONUMENT.—The question of erecting a soldiers' monument was revived at the annual meeting, and it was

"Resolved, That the board of directors be requested to set apart from the funds now in the treasury, the sum of \$5,000, to be paid over to a committee to be appointed, two from this Board and three from the citizens or other organizations, when other subscriptions to at least the same amount are collected by said committee. The said committee of five to be empowered to appropriate such funds to the completion of a monument upon the grounds indicated by the proposition of the Rosehill Cemetery Company, to the Board, on the 4th of November, 1863; provided, that no money shall be expended by such committees for personal services of themselves in connection with the erection of said monument."

The resolution was adopted, with but one dissenting voice. This action of the Board involved the creation of a new Committee on Cemetery. The members were announced at a subsequent meeting. They were J. W. Preston, George Field and S. H. McCrea.

SPECULATION had, under the excitement of the war, the derangement of values, and the constantly recurring fluctuations, become a prominent factor in the business of the Board. The bulk of the sales of grain were made with no expectation, on the part of settlers, to make an actual delivery of the property sold, and with as little idea on the part of buyers of receiving it. Indeed, there were few dealers in grain who could liquidate, by actual receipt and delivery, the volume of their transactions for a single day. This year is memorable as the year of corners. It, for the first time since the war closed, brought all those engaged in the

business to a realizing sense of the truth, that there was an actual basis of property underneath every trade; and that to sell what one did not possess was fraught with as much danger as to buy what one could not pay for. In 1867, as has been recounted, the evil of short-selling had culminated in a statute, defining it as gambling, which, although not yet repealed, was a dead letter in the statute book. This year the grievance to the trade was not so apparent in short selling as in long buying; for, under skillful management, the market had been successfully cornered, and prices unnaturally forced above their natural level, much to the disgust and pecuniary embarrassment of the short sellers, who numerically were in the ascendant on the Board. Scarcely a month had elapsed, since New Year's day, without a corner on 'Change. Three on wheat, two on corn, one on oats, and one attempted on rye, and the year threatened to go out with a tremendous corner on the products of hog-packing—technically known as provisions. It is unnecessary, in this connection, to give a specific account of the various corners alluded to. Wheat was successfully cornered in June. The price started at \$1.77 per bushel, and culminated at three p. m., June 30, at \$2.20. The price in New York, on the same day, was \$2.02, and fell in Chicago, immediately after the corner collapsed, to \$1.85; and continued to rule below that price for weeks thereafter. The other corners during the summer were not so severely felt by the bears, nor so disastrous to them in their results, but were getting so inconveniently frequent as to call for action on the part of the Board. Accordingly, October 13, the Board of Trade adopted resolutions providing for the expulsion of members engaging in corners, under Rule V, which designated what were considered improper and fraudulent transactions.

Soon after the passage of this resolution, another corner was run on No. 1 corn. At the beginning of November, the price was 77 cents per bushel; it gradually advanced in price to 95 cents, on the 21st of the month, when it was discovered that the market was cornered, and that the corn was virtually in the possession of a single firm and a syndicate of their friends. The syndicate ran the price up to \$1.08, on the last day of the month. The price in New York on that day was \$1.14, and on the succeeding day fell to 80 cents in Chicago.

Many leading firms of undoubted credit and untarnished business reputation were caught in the corner; but, contrary to expectation, refused to settle their deals at the price demanded. Among the firms who rebelled against the extortion, were Murry Nelson & Co., W. H. Lunt, Eli Johnson & Co., Spruance, Preston & Co., and others. It was determined by them to submit a test case to the Board of Arbitrators, the delinquents depending on the resolution recently passed for a vindication. The case was brought by Priestly & Co., who had engineered the corner, against Murry Nelson & Co.

The case, as presented, was, that Nelson & Co. sold, on the 16th of November, for delivery during the month, to Priestly & Co., five thousand bushels of No. 1 corn, at 78 cents a bushel. On the last day of the month, they found it impossible to purchase the said corn, except from Priestly & Co., or parties acting in concert with them, and the nominal price for settlement had been set by them at \$1.08 per bushel. Nelson & Co. offered to settle the contract on the basis of ninety cents, which offer was refused, and the difference was brought before the Board.

That it was, under the rules, a technical default of contract, was a fact not in dispute by the litigants; but it was claimed that the contract had been vitiated by act of the purchasers in forcing the price to an extortionate figure, contrary to the resolution so recently passed condemnatory of such transactions. After a full hearing of the case, and arguments, it was decided against Nelson & Co.; and they were, on December 15, notified that, unless, within ten days, they should effect a settlement with Priestly & Co., of the difference awarded, they would, in accordance with the by-laws, be suspended from the privileges of the Board.

On or before the expiration of the ten days, Messrs. Nelson & Co. obtained from the Circuit Court an injunction upon the Board, its president and secretary, forbidding them from carrying out the threatened expulsion. The case was thus carried into the courts, and, pending a decision, held in abeyance by the Board. It was finally decided that the resolution did not amend the rule, under which the Board had a right to expel any member who, for violation of contract or other cause therein named, might be subject to such discipline.

The year ended in a most successful corner on pork and lard. It could not, perhaps, be strictly termed a corner, so much as a general concentration of the entire product in strong hands, that controlled the price thereafter for the season. Unlike the corners in grain, there was no culmination at the close of any month which was followed by such marked decline as to show that the deal was engineered for local speculative purposes, although short sellers of provisions suffered no less than had their unfortunate brethren in the grain trade. The packing season opened under discouraging conditions. There was no speculative demand for provisions in any form, and the whole market was lifeless. It seemed to the best observers, that only lower prices could put any life into the trade. The packers themselves took that view, and sold largely short on their prospective products, at quite low figures. They were joined by many short sellers having like views of the situation. The result was, that during November, and the early part of December, the market became alarmingly short; the shortage being stated at 30,000 bbls. of mess pork, on December 12, at an average of \$24 a bbl. Lard had been also largely sold ahead, at from 13½ and 14 cents. The packers already short found an unexpected demand for their products in December, at prices above the average of the short sales they had made, and became bidders in the open market for their own products. It thus happened that prices were rapidly advanced during the latter part of December—on mess pork \$3 a bbl. and on lard 3 cents a pound. The lard and pork was, at the close of the year, in the control of one or two packing firms, and held by them until finally disposed of, there being no serious break in prices below the figures at which the shorts were forced to settle, until the season was over. It could not, therefore, be termed a speculative corner, gotten up for local profit, so much as a combination of packers to protect their own legitimate products from what they deemed an unnatural depression. The average price of the short sales of mess pork made in November, and early in December, was not above \$23.50, and the settlements were made at an average of \$28.50, on January 1, 1869. During the succeeding months, prices never fell off; reaching \$33 a bbl. in January, \$33.25 in February, and \$32.25 in March. Lard was sold short in November and December at 13 and 14 cents, and settled in January at 17 and 18 cents. The range thereafter was

for January, February and March, 18 and 20½ cents. In the eyes of the short sellers who had suffered, however, the deal on pork was out of the legitimate range of trade, and was classed with the many corners on grain that had resulted so much to their discomfiture during the year. The result was, that the Board, in the revision of the by-laws at the close of the fiscal year, enacted a specific rule calculated to protect adverse interests against corners. It reads as follows:

Rule XIII.—Whenever any member of this Board shall claim that the fulfillment of his contract is interfered with by the existence of a "corner," the President of the Board shall, upon the application of any party to such contract, appoint a committee of three disinterested members of the Board, who shall decide as to the existence of a "corner," and if they find that a "corner" existed at the time of the maturity of the contract, such contract shall be settled on the basis of actual value as compared with other property of the same kind, but of a different grade in this market, and with property of the same grade in other markets—such value to be ascertained, as near as may be, and the price to be fixed, by a majority of such committee.

Pending the test suit of Priestly & Co. vs. Rocky Nelson & Co., the Board had evidently settled itself in the conviction that both extremes of speculation—over-selling and over-buying—were subjects to be regulated, since the roots were too deep to be eradicated. The by-laws at that time in force recognized short selling as legitimate, by providing for the putting up of margins on such sales, and for the discipline of such short sellers as should default on the settlement of their contracts. The buyers of property were free to buy up to the point where Rule XIII could be enforced.

While these events were in progress new members continued to join the Board. Among the number were those whose sketches are herewith presented.

CYRUS H. ADAMS, son of Hugh and Amanda J. Adams, and nephew of Cyrus H. McCormick, was born at Kerr's Creek, Rockbridge Co., Va., February 21, 1849, and moved to Chicago with his father's family in 1857. After studying at the University of Chicago, he entered the office of the grain commission firm of C. H. McCormick & Co., in 1867. This firm was established in 1859, by Cyrus H. McCormick and Hugh Adams. Cyrus H. Adams was admitted to the firm as partner, and the name was changed to McCormick, Adams & Co., in 1872. Hugh Adams was a native of Virginia—a successful merchant there and in Chicago—a man of the highest integrity, of unblemished character; who died respected by all who knew him, in March, 1850, leaving a widow and a family of eight children, of whom Cyrus H. was the third. After his death, the firm was continued by Cyrus H. McCormick and Cyrus H. Adams, under the same firm name, until the death of Cyrus H. McCormick, in May, 1881. The business was then succeeded by the present firm of Cyrus H. Adams & Co., composed of Cyrus H. Adams, Hugh L. Adams and Edward S. Adams, brothers. Cyrus H. has been a member of the Board of Trade since 1869, and for seven successive years, during that time, served the Board of Trade in official capacities; first, as a member of the Arbitration Committee; second, as director; and, third, as member of Committee of Appeals. He has twice, since retiring from the Committee of Appeals, been urged to accept candidacy for office of president of the Board, but declined on account of pressure of private business. He is the author of many of the most important rules governing the intricate and vast business of the Board, and has perhaps done as much toward simplifying and perfecting its system of trading, and rules governing same, as any other member. The firm, of which he is now senior member, is one of the largest established houses in the trade, and is well regarded. Cyrus H. Adams was married to Miss Emma J. Blair, daughter of Lyman Blair, on September 26, 1878; they have one child, a boy, who bears the name of his father.

JAMES M. BALL was born in Sheffield, England, in 1845. Eight years later his parents emigrated to America, and he was reared at Dixon, Ill. After leaving school he was, for a short time, employed as a clerk in a general store. In the summer of 1862, when but seventeen years of age, he enlisted in Battery "F," 1st Illinois Volunteer Infantry. In June, 1864, he was promoted to second lieutenant, 3d United States Colored Artillery; in February, 1865, promoted to first lieutenant, made captain in the following July, and early in 1866 was breveted major serving until mustered out, June 30, 1866. Mr. Ball recuperated for a short time at his home

in Dixon, and on the first day of January, 1867, came to Chicago and entered the employ of Winans, Matthews & Co., commission merchants. In 1868, the concern changed to Matthews, Zollars & Co., he being admitted as a partner, and in 1869, to Matthews & Ball. This firm did a large and successful business and was well and favorably known to the trade. In May, 1883, they dissolved, and Mr. Ball established the present firm of J. M. Ball & Co. The subject of this sketch has been a member of the Board of Trade since 1868, and has been largely interested in the management of its affairs. He was a member of the Committee of Arbitration during 1879-80, a member of the Committee of Appeals during 1881-82, and was one of the Board of Directors from January, 1883 to 1885. Mr. Ball is also a member of the Chicago Stock Exchange, and one of the governing committee of that institution. He is one of the directors of the Board of Trade Telegraph Company, and was for two years its treasurer. He is also a member of the Union League Club, and for a year was one of its membership committee.

GEORGE C. BALL, grain commission merchant, is a native of Sheffield, England, born on February 28, 1847. He came to America with his parents, Joseph and Caroline (Carnel) Ball, in 1853, and, after stopping a couple of years in the city of New York, settled in Dixon, Ill., where his mother died in September, 1870, and his father in April, 1871. At the tender age of eight, he entered the stationery store of James Mead, in Dixon, and subsequently that of J. B. Pomeroy, where he remained until December, 1862. Although but thirteen years old, he then enlisted as a bugler in Co. "D," 1st Illinois Light Artillery—McAllister's Battery—but was very soon detailed as private orderly for General Frank P. Blair, and followed his fortunes until honorably discharged in June, 1864. He then came to Chicago, and entered Eastman's business college, completing the course, and receiving his diploma, in the incredibly short period of six weeks. Such was his proficiency, that he was at once engaged as teacher of the First Theory Department, but subsequently took charge of the stationery and advertising, in which he was engaged when he was offered the position of cashier of the Rockford Insurance Company, at Rockford, Ill. He accepted this offer, and remained with that company until 1870, when he entered the office of Matthews & Ball (J. M. Ball, his brother), on the Board of Trade. He subsequently took charge of the books of the registry department of the Board, which he resigned to take a place in the office of C. H. McCormick & Co. In 1875, he started an independent commission house, with N. B. Ream as partner. The name and style of the firm was George C. Ball & Co., and continued until 1878, when Mr. Ream withdrew, and C. J. Singer took his place, changing the firm to Singer & Ball. After about eight months they dissolved, and Mr. Ball has followed the commission business alone, to the present time. He has been a member of the Board of Trade since 1871, and served on the Committee of Arbitration two years. He is a member of Oriental Lodge, No. 33, A. F. & A. M. He is a Republican in politics, and a member of the Young Men's Republican Club; also a member of the Chicago Club. He was married January 27, 1875, to Carrie Woodruff, the daughter of Jackson Woodruff, of Chicago, and has had two children, Woodruff and Marie.

JONATHAN ABEL is president of the Phoenix Distilling Company, and for seventeen years has been an honored member of the Board of Trade. Mr. Abel was born in Poughkeepsie, N. Y., December 4, 1832, and received his education and early business training in his native place. In 1857, he caught the western fever, came to Illinois, settled at Sandwich, and engaged in the lumber business; which he successfully carried on for two years, when he disposed of his interests in that line, and entered the drug trade in the same village, in which he remained eight years. While a resident of Sandwich, he became a member of Meteor Lodge, No. 283, A. F. & A. M., and Sandwich Chapter, No. 107, R. A. M. In 1868, he came to Chicago, and purchased Colonel Wheeler's interest in the firm of Dickinson, Leach & Co., distillers. The great fire of 1871 swept away their distillery on Indiana Street, on the North Side, and their rectifying house on Wells Street. After the fire, the firm bought the distilling interests of Thomas Hollihan & Co., which constitutes the present business of the company. George T. Burroughs, now vice-president, was at that time, admitted into the firm. Two years after Wilson Ames and B. W. Kendall bought the interest of E. C. Leach, and a stock company was formed, under the name of the Phoenix Distilling Company, of which Mr. Kendall is the present secretary, and Wilson Ames treasurer. The company own a large distillery and warehouse at Columbus-street bridge. The magnitude of their business places them in the front rank of their line in the city. In 1884, their transactions amounted to over two and one-half millions of dollars. Mr. Abel became a member of the Board of Trade in 1869, holding certificate No. 4, and has been connected with it ever since.

EDWARD W. BANGS, a member of the well-known firm of John T. Lester & Co., was born near the city of Rochester, N. Y.,

on January 9, 1844. He left school at the age of fifteen, and entered his brother's store in Bangor, Me. In 1861, when seventeen years old, he enlisted in the 3d New York Cavalry, commanded by Colonel Simon Mix. He was sent to Washington, and fought with his regiment at Shenandoah, North Carolina, New Orleans and Fort Hudson. He accompanied General Nathaniel P. Banks on the miserable fiasco entitled the Red River Expedition, and he was finally mustered out on April 25, 1865. On being discharged, he went to Waterville, Me., and engaged in the flour business with his brother for about one year. He reached Chicago in the spring of 1868, and went into the commission business with J. B. Hobbs, under the firm name of J. B. Hobbs & Co. This lasted for four years, and was dissolved by mutual consent in 1872. In 1875, he began business for himself and 1880, found him on the wrong side, and retired him, somewhat financially the worse for wear. He, however, went to work for John T. Lester & Co., and served them faithfully for three years—in the meantime paying up every dollar of his debts. In February, 1884, he was taken into partnership, and is now a very active member of the firm. He has been a member of the Board of Trade since 1869. Mr. Bangs was married on October 22, 1870, to Miss Louisa Bodfish, and has one son, Edward.

EDWARD H. NOYES was born in Brattleboro', Vt., September 18, 1844, and came to Chicago in the spring of 1864, and entered the employment of Sherman, Hall & Pope, with whom he remained for two and one-half years. He subsequently entered the employment of P. S. Sinkey & Co., with whom he also staid for two years and a half. He then, in 1869, embarked in business on his own account as junior partner in the firm of Chandler, Pomeroy & Noyes, staying with that firm for a little over two years, and then selling out his interest therein. The firm of Chandler, Pomeroy & Co. succeeded the firm of which Mr. Noyes was a member, and about six months after he left, in the year 1872, it failed. Meantime he had been conducting a successful business on his own individual account, and, in 1875, became junior partner in the firm of Peck & Noyes. In 1878, he was a member of Underwood, Noyes & Co., and in August, 1879, established the firm of E. H. Noyes & Co.; he has continued that firm in the grain shipping business since that time. Not alone, however, in this firm, but throughout all his business connection and association, Mr. Noyes has maintained an enviable record for integrity and scrupulous observance of all contracts made by him. Strict attention to business, and honesty in its conduct, has resulted in an excellent connection, and one which is constantly increasing. Mr. Noyes was married, on August 8, 1870, to Mary Cornelia Hamilton, and has three children—Edward Hamilton, William Horatio, and Albert Chandler. He has never held any office on the Board of Trade, but has been a member since 1866.

A. G. ASHLEY, the senior member of the hay and grain commission house of Ashley & Co., is a son of a farmer, Hiram Ashley, who settled in Richmond, N. Y., and married Polly Gilbert, of that place. He is the second son of a family of four boys and two girls, and was born in Richmond, Ontario Co., N. Y., April 15, 1832, whither his father removed when he was but four years old. His father was one of the solid farmers of Western New York, and a man of note among his neighbors. He was sent to the State Legislature in 1849, and served a term in Congress in 1854. Augustus G. Ashley, besides the early advantages of the public schools, received all the assistance that could be rendered by private institutions of a higher grade; and after spending one year at Palmyra, one at Canandaigua, and two at Lima College, graduated at the latter institution when nineteen years of age. On leaving college, he bought a half interest in a drug store in Nunda, Livingston Co., N. Y., on the Genesee Valley Canal. There he married, on January 24, 1858, Miss A. L. Spencer, sister of Charles L. Spencer, his present partner; and there he spent fourteen years in the drug business. Two of his children were born there—two sons; and his two daughters were born respectively at Belvidere and Chicago. It was not till failing health admonished him that the atmosphere of a drug store was slowly undermining his constitution, that he sold out his business and came West. For a single year—from the fall of 1862, when he first came West, to the fall of 1863—he ran a drug store in Belvidere, Ill., where he first settled. But his health still failing, he abandoned the business permanently, and came to Chicago in 1863. At that time, there was but one hay-press doing business in the city, and most of the hay consumed here was delivered in bulk from farmers' wagons. He at once engaged in the hay and grain commission business, put up a warehouse and hay-press on West Madison Street, at the corner of Morgan,—which was at that time away out of town,—and took an office at No. 4 Market Street. He shortly afterward erected a large warehouse on the river, just below Rush-street bridge. He was at once in possession of a flourishing business, and soon had all he could do. He placed hay presses in various parts of the country tributary to Chicago, and at one time bought every ton of hay procurable in this region. He had an undeniable corner on hay; and consumers at the Stock-Yards had to pay \$36 a ton for hay which

cost him but \$13. Since then, he has kept the lead in his line, and has shipped hay to California, Liverpool, London, South America, Cuba, and all parts of the Southern States, besides furnishing the copper and lumber regions of Lake Superior large quantities for many years. His home trade has grown from three car-loads of pressed hay a day to thirty. He lost heavily in the great fire, getting only \$73 on policies covering \$17,000, all in home companies. Two years ago (1882) he was one of the pioneers in the organization of the Gurney Cab Co., L. B. and M. S. Starkweather, with himself, forming the company. On Christmas of that year, they put five cabs on the street; now they have forty-six running, and one hundred and eighteen horses at work. Mr. Ashley is a member of Dr. Kittredge's Church, and belongs to the Presbyterian Union Club. He has been a member of the Board of Trade since 1869, and has served on the Arbitration Committee for one term.

THE YEAR 1869-70.

The twenty-first annual meeting and election was held Monday, April 5, 1869. The membership reported was one thousand two hundred and eighty-seven—an increase of sixty-three members during the year. The election resulted in the choice of J. M. Richards as president, and S. H. McCrea for first vice-president. None of the candidates for second vice-president received a majority of the votes cast; there was consequently no choice.

Following is a summary of the annual fiscal report :

Total receipts from all sources.....	\$95,502 73
Total disbursements.....	95,271 66
Surplus assets.....	17,213 35

Among the items of expenditure were: For repairs on the hall, \$7,628.80; assessment on account of the National Board of Trade, \$1,648.92; legal expenses, \$456.50; for appropriation to the Packers' Association, part expenses incurred in investigating the Texas cattle disease and in procuring State legislation on the same, \$750; also the expenses of a banquet given to members of the Wisconsin and Minnesota boards. The cost of grain inspection for the year was \$46,147.89; the receipts from the same amounted to \$47,370.56.

Colonel Beaty having resigned as secretary, Charles Randolph was selected to succeed him.

Rule XVI was so amended as to raise the initiation fee for membership to \$25.

The directors, in the annual report, made reference to their success in settling all cases coming before them for adjudication, except that of Priestly & Co. vs. Nelson & Co. In reference to this case, the report was as follows:

"Your directors regret feeling obliged to enforce contracts of that nature, yet we find no rules or by-laws of the association that will release a member on his contract, even when caught in a 'corner'; and we recommend the continued prosecutions of this case, not, however, in a spirit of persecution, but for the purpose of testing the rights of our institution to compel its members to conform to its rules and by-laws."

CORNER IN CORN.—The work of this year was largely of the routine character pertaining to trade. There were, however, several cases which, in their prosecution and decision, brought the powers of the Board more definitely under law, and are worthy of mention as experimental steps in the progress of the organization. The efficiency of Rule XIII, made to provide for corners, was tested for the first time. During the month of May, the market got so largely oversold on No. 1 corn, that the price was—compared to the price of No. 2—extortionate. On the 15th of May the difference in the price of the two grades was not above 3 cents a bushel. At the close of the month, No. 1 corn had advanced to 10 cents a bushel above No. 2. Sales were made of 47,000 bushels of No. 1 at 68 cents. No. 2 sold at 58 cents. C. P. Goodyear, being a sufferer on

the short side, declined to settle a trade for 15,000 bushels for May, sold to Anderson, who had been principal buyer, and appealed for relief to the Board, affirming that a corner existed. The committee heard the evidence, and reported that, considering all the evidence and facts elicited, no corner existed. Goodyear settled up his May deals in accordance with the decision. He was still a bear on the corn market, and sold largely of No. 2 corn, for delivery in July. A large proportion of his sales were made at buyer's option, as they brought a much higher price, on a weak market, than seller's option or cash. In July, it happened that the corn in store became quite generally out of condition, and, under the rules, was so posted by the various elevators, under notification of the inspectors. By the middle of July it was plain that unless warehouse receipts of No. 2 corn could be delivered on short sales, regardless of any subsequent change in quality arising from heating since put in store, that the deliveries could not be made, and that a corner existed. It was so believed by the majority of short sellers, and another attempt was made by them to enforce Rule XIII. On July 15, the following communication was presented to the acting-president, the president being absent:

S. H. MCCREA, *Vice-President of the Board of Trade:*

The undersigned, interested in corn contracts for delivery during this month, claim that, by reason of the corn now in store under grade No. 2, being largely declared to be out of condition, and therefore not deliverable on such contracts, creates a corner, within the meaning of Rule XIII of the general rules of the Board, and, in order to properly adjust unfulfilled contracts equitably, request that you will appoint a committee of three disinterested members of the Board to determine upon a proper price at which unfulfilled contracts may be settled, whether such contracts be buyer's or seller's option for July.

W. L. BRAINARD, A. DOW,
C. P. GOODYEAR, B. F. MURPHY & CO.
J. K. FISHER & CO. HOWARD PRIESTLY,
R. MCCHESNEY, CHARLES G. COOLEY.

V. A. Turpin, N. K. Fairbank and R. Prindiville were appointed as the committee to act under the rule. The case was heard July 19. Mr. Cooley, one of the petitioners, desired to have his name erased from the call. He stated that he had settled the bulk of his sales at 78 cents a bushel, and did not think that a corner existed. The question whether a corner existed, hinged on the condition of the corn then in store, and whether sales made while the corn was in good condition were valid after the basis on which the sales had been made had been changed. The chief inspector testified to the condition of the No. 2 corn then in store. It was out of condition in all but two elevators in the city—more so than at any time for three years. F. M. Mitchell, Howard Priestly, J. K. Adams, and others, testified that they had repeatedly tendered warehouse receipts for No. 2 corn, in houses outside the North Side and Central elevators, and had been unable to deliver such receipts on their matured contracts. E. K. Bruce and others testified that business was not blocked by hot corn; that they bought, sold and shipped as usual. The evidence was profuse on all sides; and, after due consideration, the committee reported, on the 20th, that,

"Owing to the large sales and the bad condition of the corn, as reported by the inspectors, a 'corner' existed, and submitted, as a basis of settlement of outstanding contracts: 'On corn sold at seller's option, on which receipts have been tendered and refused, since 11 o'clock a. m., July 16, 78 cents per bushel; on seller's options for July, not yet tendered, if tendered before the close of July 21, 78 cents per bushel; on buyer's options, called before July 20, where receipts tendered had been refused, 80 cents per bushel; but on buyer's options not yet called, the committee did not deem it within their province to consider or report.'"

On the basis of this report most of the options were settled, except a line of buyer's options, put out by

Goodyear & Co., which had not matured, and which were not called until the end of the month, at which time No. 2 corn was as effectually cornered as ever. Goodyear tendered the corn due on the last day of the month, in receipts which had been condemned as 'hot.' They were refused, whereupon he offered to settle on the basis of 80 cents per bushel, as had been provided for buyer's options called early in the month. The principal buyer, J. T. Lester, refused to settle on those terms, brought the case before the arbitrators, and was awarded the difference claimed. Goodyear & Co. refused to abide by the decision, and commenced a suit to recover damages in the courts. The directors reported that the firm failed to fulfill a contract after it was duly awarded, and, on September 13, reported the firm as suspended under the rules. Their action was confirmed by vote of the Board. At this time, Goodyear & Co. stood as one of the leading firms on the Board, both for financial ability and uprightness of character. Mr. Goodyear had served, in 1867, as vice-president of the Board, and his partner, Mr. McHenry, was personally one of the most popular young men on the Board. Under the rules, the directors had no discretion. The firm was liable to suspension, and was therefore suspended. The feeling of regret was general, and, on September 20, the matter was again brought before the full Board. The following resolution was passed:

"Resolved, That the president and directors of the Board of Trade be, and are hereby, requested to reinstate C. B. Goodyear and W. H. McHenry to membership of this Board."

The resolution, if carried out, would have been in direct violation of the rules of the Board. The directors met, and adopted resolutions pledging themselves to resign if their action was not sustained. An adjourned meeting of the Board of Trade was then held, and the re-instatement of Messrs. Goodyear & Co. stated to be the wish of the Board. Therefore, the resignation of the officers became operative. A meeting of the Board was then called, and Dr. Turpin offered the following resolutions:

"Resolved, That the Board of Trade has received notice of the resignation of its officers with profound regret.

"Resolved, That the action of the adjourned meeting of the full Board, on the evening of the 20th instant, is not the sentiment of this Board.

"Resolved, That the officers of this Board be respectfully requested to withdraw their resignation."

On the following day these resolutions were unanimously adopted, and the officers withdrew their resignation.

THE ELEVATOR DIFFICULTY.—The elevators, during this year, became more antagonistic than ever before to the grain interest, which was mainly represented through the Board of Trade, of which nearly all the receivers, shippers and dealers in grain were members. Their grievances were most fully set forth in the press, and their cause found champions therein. There had been a constant series of troubles between the elevators, the inspectors, the receivers and shippers all through the previous year. The trouble appears to have been that there were many conflicting interests involved, and that the business was carried on without any controlling supervision of law. A conflict was inevitable, however, before the trouble could be adjusted, and it culminated in the appointment of a committee by the Board of Trade, to consider the alleged irregularity in the issuance of warehouse receipts, and other evils in the warehouse system, and to report thereon. The committee, on Friday, January 21, 1870, presented a report containing recommendations intended to form a basis for compromising the differences. The report

was adopted on the following Monday. On February 1, a plan, in accordance with the resolutions, for the registration of receipts and the prevention of over-issues, was presented to the warehousemen for approval.

On February 7, the proprietors of the principal elevators replied, and declined the proposition; when the Board again submitted a basis of compromise, which was again rejected, and the year closed with the Board of Trade and the elevators in distinct variance, and with little chance for any satisfactory settlement of their differences. The time had arrived, however, when the immense and constantly-increasing interests of general trade could no longer be left unprotected by positive law. The quarrels between the conflicting interests, which were found to be incapable of settlement, proved to the great commercial public that the time had come to put under the paternal care of the State these great interests which had outgrown the control of all private integrity, and were fast consolidating into a monopoly which would only be measured in its degree of extortion, honesty or beneficence to trade, by the honesty or cupidity of the men who held control of the vast interests involved in the handling of all the surplus grain of the great Northwest.

THE YEAR 1870-71.

The twenty-second annual meeting was held Tuesday April 5, 1870. The membership reported was one thousand, three hundred and forty-two—an increase of fifty-five during the year. The election resulted in the choice of the following officers: S. H. McCrea, president; B. F. Murphey and P. W. Dater, vice-presidents.

A summary of the fiscal report gives the following:

Total receipts.....	\$93,434 55
Total expenditures.....	94,035 72
Excess of expenditures.....	\$ 1,201 17
Assets in bonds and cash.....	\$13,945 43

During the year, the receipts from inspection were \$40,267.20, and the expenses, \$46,036 50—a deficit in that item of \$5,769.30; \$3,500 was also paid on the soldiers' monument; repairs made in the hall, and legal expenses in defending suits against the Board, amounted to \$3,688.43; and the assessments of the National Board of Trade, with expenses of delegates attending its annual session, were \$1,092. Considering these extraordinary items of expense, the fiscal report was deemed satisfactory.

The initiation fees were raised to \$50, by vote of the Board. The breach between the warehousemen and the Board of Trade had been made the issue at the election, in so far as to have resulted in a warehouse and anti-warehouse ticket. The candidate put forward by the elevator interest was Julian S. Rumsey, who, from his personal popularity, his acknowledged business ability and fitness for the position, was, perhaps, the strongest opposition candidate that could have been selected. He received three hundred and eighty-one votes against four hundred and eighty-nine for the successful candidate. A resolution was adopted to enforce the Warehouse law for the delivery of grain, as the owner or consignee may elect. Another resolution was also passed, providing for a thorough revision of the existing rules regulating the packing and inspection of provisions, and all matters relating to their sale or purchase, through a joint committee, consisting of three members each of the Board of Trade and the Pork Packers' Association, and three buyers of provisions—

the committee to submit the new rules to the full Board for adoption.

The business of the Board for the year was chiefly confined to buying and selling—little of historic interest occurring, beyond what appeared in the statistics showing the enormous volume of business done under the control and supervision of the Board. A revision of the by-laws was effected, and the inspection of provisions, under well defined rules, inaugurated. The difficulties between the warehousemen and the owners of property consigned to their charge continued a source of trouble and discussion during the year; and when the Legislature convened in January, 1871, one of the first subjects which engaged its attention, was a bill regulating public warehouses and the inspection of grain; which, after amendments, was passed. The fiscal year closed while the bill was still pending.

THE YEAR 1871-72.

The twenty-third annual meeting was held Monday, April 3, 1871. The membership reported was one thousand two hundred and seventy-two—a decrease of seventy during the year. The falling off was attributed to the large accessions just prior to the close of the previous year, and in anticipation of the increase in the admission fee; which gave an unusually large membership at the close of the year, leaving the accessions this year not sufficient to offset the losses. The officers chosen for the ensuing year were: J. W. Preston, president; C. E. Culver and W. N. Brainard, vice-presidents.

The fiscal report of the Board of Directors showed the following:

Total receipts from all sources.....	\$106,804 00
Total disbursements.....	104,347 00
Balance of assets on hand	\$ 16,402 00

The receipts for inspection for the year were \$49,668, the expenses, \$39,369—net income from this source \$9,299. The expenses of the National Board of Trade were \$736. The last item of war expenses appeared in this report, it being the payment of the balance due on the soldiers' monument, amounting to \$1,931. The annual assessment was fixed at \$30. The directors reported a revenue of \$3,000 from visitors' tickets, the issuance of which had been first authorized in July, 1870.

From the directors' report the following extracts are given, as of historic value:

"The subject of the transportation and handling of grain, which has more or less been a subject of discussion for several years past, has engaged the attention of your directors; and, as the newly-adopted Constitution of the State seemed to call for some legislation on those subjects, they, in conjunction with the commission appointed to revise the statutes, had prepared two bills for submission to the Legislature, the one having reference to the duties of railroads as carriers of grain, and the other with reference to the duties of those engaged in storing the same. The former is pending in the Legislature, with the approval of the Committee on Railroads, without essential modification, and it is believed, will become a law, before the adjournment of that body; the latter, amended by the committee to whom it was referred, and with some alterations, concurred in by the directors of this Board, has passed the House, and will no doubt meet the approval of the Senate at an early day. The modifications in the original draft of the bill, are not, in the judgment of your directors, improvements, but it is hoped that they may not seriously injure or inconvenience the trade of this city. By the provisions of the bill, as amended, the inspection of grain is to be controlled by the State, and this Board, will, if the bill becomes a law before the vacation of the Legislature, be relieved of this care and responsibility on the 1st of July, next.* If this branch of business be as well done as heretofore, we shall be well satisfied.

* The bill passed March 15, and was approved April 25.

The responsibility in this regard has been very great, and no subject has engaged the attention of the officers of the Board more carefully and vigilantly than this. That entire satisfaction could be given was not to be expected; that the best efforts of the Board have been given to perfect the system, none will deny."

The delegates to the National Board of Trade submitted their report of the proceedings of the annual session, held in Buffalo, from December 7 to 12, 1870. The delegates were: P. W. Water, V. A. Turpin, J. G. Guthrie, R. Prindiville and Charles Randolph. The subjects discussed and approved were:

1. Giving of "clean" bills of lading for grain in bulk by railroads.
2. Approving and recommending the cental system of weights and measures.
3. The selling of cotton in bale by actual tare.
4. The abolition of all laws, State and Municipal, that restrict inter-State commerce.
5. The establishment of a Department of Commerce by the General Government.
6. The immediate and unconditional repeal of the franking privilege.
7. A revision of the tariff, and a reduction of the duties to a revenue standard.
8. Civil service reform.
9. Direct importation to inland cities of the country.
10. Postal steam service.
11. Early return to specie payments.
12. Abolition of all usury laws.
13. Improvement of river navigation by General Government.

The Warehouse law, as enacted, provided for the appointment of a registrar, having powers that made him something of an autocrat in the eyes of the warehousemen; who, although working under corporate authority conferred by the laws of the State, could not ignore their individual rights to control their own business. They, therefore, chose to rebel against the law, to the extent of applying to the courts for relief. The Board of Trade also determined, before taking measures to enforce the law, to have legal advice. The whole law was submitted to Messrs. Hitchcock, Dupee & Evarts, counselors-at-law, for their opinion as to its constitutionality. Their opinion, given June 21, substantially sustained the legal validity of the entire railroad and warehouse legislation. The warehousemen having been led to believe, by their legal advisers, that the fixing of the rates of storage, and other points in the law, affecting their business, were arbitrary and unconstitutional, refused to receive grain except by request or consent of the owner until the question should be settled in the courts. Considerable confusion ensued, but nothing to seriously obstruct the course of trade. The registrar's authority was not fully acknowledged for the time being, and it was not until the court decided as to the validity of the law, and disclosures were made of gross attempts at fraud on the part of individuals identified with the elevator business, that the law was put into full and unimpeded effect.

On September 20, resolutions were passed favoring the construction of an international ship canal at Niagara, and the directors were authorized to appoint delegates to a canal convention, to be held at an early day at Detroit. During the same month, the by-laws were amended and the rules revised, particularly as to option sales for future delivery, margins, and the inspection of provisions before delivery on sales.

THE MUNN & SCOTT DIFFICULTIES.—The first warehouse commissioners appointed under the Warehouse law were, David Hammond, of Chicago, and Colonel Morgan, of Bloomington. The inspection and registration offices were opened August 1, 1871; but as the warehousemen almost entirely ignored the law, but little effort was made prior to October, 1871, to get an

account of the grain on hand in the elevators. The registrar kept an account of all receipts issued, as they could with difficulty be negotiated without this certificate. During 1872, it was regarded as important and necessary that the quantity of grain in store should be ascertained, in order that an amount of receipts and shipments might be accurately kept by the registrar, as contemplated by the law. Members of the Board of Trade who had interests at stake were anxious to "weigh up," and while some of the warehousemen were willing, others declined, among the latter being Munn & Scott. Later in the season, however, when all the others had weighed and given the registrar an account of all grain in store, Munn & Scott announced that their report would be forthcoming as soon as they could get it ready. When the inspector examined the Munn & Scott elevator, the Northwestern, he carefully calculated the capacity of the bins when full, the same as in the case of other elevators, and he thus knew the actual capacity by measurement. The report of the inspector was copied on the registrar's books, and the general impression prevailed that from this beginning, the public, in future, would know something of the operations of the warehousemen. Suspicions were rife on the Board, however, that there was not so much wheat in store as was claimed. The registrar was finally directed to investigate the Northwestern elevator, and he directed assistant inspector Kennedy to carefully examine into the matter. His efforts were speedily rewarded by the discovery, through an employé of Munn & Scott, that several of their bins had been floored over near the top, and a covering of wheat placed upon the boards to give the bins the appearance of being full. There was great excitement and indignation on the Board at this disclosure, and it led to a more complete and satisfactory observance of the law, the better class of warehousemen having become satisfied it was the only way to protect themselves.

GRAIN RECEIVED ON OCTOBER 9, 1871.—The receipts of grain in Chicago, on Monday, October 9, 1871, were the largest in a single day in the history of the city, comprising 11,863,937 bushels of the crop of 1871; 6,818,314 of 1870, and 6,246,042 of 1869. The fire did not stop the receipts and shipments of grain, a great deal of which had already been consigned and was on the way. During the week succeeding the fire, the receipts aggregated 1,635 cars, and the shipments 220,460 bushels.

BURNING OF THE CHAMBER OF COMMERCE.—The Chamber of Commerce was destroyed between one and two o'clock a. m., the morning of October 9. At about 1:20 a. m., a great billow of flames rolled over LaSalle Street, and broke in the windows of the Chamber of Commerce on the west side, near the south end of the building, and at the same time seized upon the roof and fastened into the overhanging cornices. So swift was the fire in its progress, that the building was gutted and a part of the walls melted away in a few minutes. The Associated Press operator, in the Merchant's Building, diagonally opposite on Washington Street, who was sending out an account of the fate of the Chamber of Commerce, was compelled to break off in the middle of a word and flee for safety. The Court House, a fitting companion to this magnificent building, caught fire in the cupola, and at 2:05 o'clock a. m., the great Court-house bell pitched from its fastenings down through the

crumbling ruins, clanging out a close to operations on the old Board and a knell for the perished greatness of the queenly city. The loss on the Chamber of Commerce was estimated at \$284,000.



CHAMBER OF COMMERCE.
LARNON BLOCK IN DISTANCE ON
CLARK STREET.

The day after the fire the Journal extra contained an announcement that the Board of Trade would meet at Nos. 51-53 Canal Street, and that there would be an immediate meeting of the Board of Directors. Messrs. B. P. Hutchinson, N. K. Fairbank, John L. Hancock and others, representing more especially the provision trade, leased Standard Hall, and invited the South Side members to meet there as a matter of convenience. On Wednesday, the directors of the Chamber of Commerce decided to re-build at once. It was announced that about \$100,000 of the insurance of \$225,000 on the building destroyed would probably be recovered. On Friday, the following resolution was unanimously adopted at a meeting of the Board on Canal Street:

"Resolved, That the Board of Trade notify the Directors of the Chamber of Commerce that it holds to and will comply with the provisions of its lease, and requires said Corporation to re-build at once, as we wish to re-occupy the building at the earliest possible day."

The following committee was appointed to remove damaged grain, and dispose of the same "for account of whom it may concern": North Side Elevator, J. B. Lyon, S. H. McCrea, C. W. Wheeler; Central Elevator "A," E. Buckingham, M. S. Bacon, Josiah Stiles; National Elevator, C. J. Gilbert, E. B. Stevens, D. W. Irwin.

The inconveniences of having two places of meet-

ing soon became evident, and efforts were made to compromise on the erection of a temporary structure, near the entrance of Washington-street tunnel. The provision brokers and packers resolved to meet at Standard Hall from 7:30 to 9:30 o'clock in the evening. They organized by electing B. P. Hutchinson, president; Colonel Richardson and C. M. Culbertson, vice-presidents; J. P. Marot, secretary; and A. S. Burt, treasurer.

An agreement was finally reached as to a temporary location, until the Chamber of Commerce should be rebuilt; and on Monday, two weeks after the fire, the Board moved into a hall at the southwest corner of Washington and Franklin streets, and business was formally resumed. The main entrance was a stairway on Washington Street, and, although the rooms were small, they were well lighted, and if the rough pine benches and tables were not rich enough to invite indolence, they were at least serviceable. Aside from being compelled, during the thaws of the succeeding winter months, to wade across a miniature river in Market Street, the members got along very comfortably, and fully appreciated the kindness of Judge Farwell, who had given them the use of the rooms rent free, for so long a time as they might desire to occupy them.



CHAMBER OF COMMERCE, FROM CORNER WASHINGTON AND LA SALLE STREETS.

LIST OF OFFICERS FROM 1858-72.

YEAR.	PRESIDENTS.	VICE-PRESIDENTS.	SECRETARIES.	TREASURERS.
1858-59	Julian S. Rumsey,	Thomas H. Beebe,	W. W. Mitchell,	W. W. Mitchell.
1859-60	Julian S. Rumsey,	Thos. H. Beebe (1st),	Seth Catlin, *	George Watson.
		Stephen Clary (2d),		
1860-61	I. Y. Munn,	Eli Bates (1st),	Seth Catlin,	George Watson.
		John V. Farwell (2d),		
1861-62	Stephen Clary,	Clinton Briggs (1st),	Seth Catlin,	George Watson.
		E. G. Wolcott (2d),		
1862-63	C. T. Wheeler,	W. H. Low (1st),	Seth Catlin,	George Watson.
		John L. Hancock (2d),		
1863-64	John L. Hancock,	N. K. Fairbank (1st),	Seth Catlin,†	George F. Rumsey.
		Chas. Randolph (2d),	John F. Beaty,	
1864-65	John L. Hancock,	Thomas Parker (1st),	John F. Beaty,	George F. Rumsey.
		C. J. Gilbert (2d),		
1865-66	Charles Randolph,	T. Maple (1st),	John F. Beaty,	George F. Rumsey.
		John C. Dore (2d),		
1866-67	John C. Dore,	P. L. Underwood (1st),	John F. Beaty,	George F. Rumsey.
		E. W. Densmore (2d),		
1867-68	Wiley M. Egan,	Lyman Blair (1st),	John F. Beaty,	George F. Rumsey.
		C. E. Goodyear (2d),		
1868-69	E. V. Robbins,	E. K. Bruce (1st),	John F. Beaty,	George F. Rumsey.
		J. D. Cole, Jr. (2d),		
1869-70	J. M. Richards,	S. H. McCrea (1st),	Charles Randolph,	L. V. Parsons.
		H. A. Towner (2d),		
1870-71	S. H. McCrea,	B. F. Murphey (1st),	Charles Randolph,	George Sturges.
		P. W. Dater (2d),		
1871-72	J. W. Preston,	Chas. E. Culver (1st),	Charles Randolph,	Orson Smith.
		Wm. N. Brainard (2d),		

* The duties of the office of superintendent were merged with those of secretary in 1859, and Seth Catlin, the former superintendent, was elected to the latter office. The duties of treasurer were at the same time detached from those of secretary.

† Seth Catlin died January 19, 1864. Colonel John F. Beaty was chosen his successor about the 26th of January.

DIRECTORS AND COMMITTEES, 1858-72.

1858-59.—DIRECTORS: R. M. Mitchell, H. K. Elkins, I. Y. Munn, George Armour, N. Ludington, J. Magill, B. F. Culver, C. T. Wheeler, D. Kreigh and M. C. Stearns. FIRST COMMITTEE OF REFERENCE: W. T. Mather, J. V. Farwell, S. B. Pomeroy, B. S. Shepard and T. M. Avery. SECOND COMMITTEE OF REFERENCE: E. W. Densmore, S. H. Fish, R. Robinson, Samuel Howe and Nathan Mears. STANDING COMMITTEE: George M. How, Eli Bates, J. T. Richards, W. S. Stewart, B. W. Thomas, Clinton Briggs and G. Wentworth Scott.

1859-60.—DIRECTORS: E. W. Densmore, George Steel, A. Dow, W. Munger, J. H. Tucker, E. B. Stevens, George M. How, L. P. Hilliard, A. S. Burt and Hiram Wheeler. COMMITTEE OF ARBITRATION (for first six months): J. J. Richards, C. H. Curtis, N. Ludington, R. Robinson and Thomas Parker; (for

second six months): D. L. Quirk, H. McLennan, J. H. Tiffany, B. F. Culver and J. B. Waller. COMMITTEE OF APPEALS: M. C. Stearns, C. T. Wheeler, B. Adams, H. K. Elkins, C. H. Walker, D. C. Scranton, E. Rawson, J. V. Farwell and George Watson. SUB-COMMITTEES OF THE BOARD OF DIRECTORS: *On Finance*, Stephen Clary, W. Munger, L. P. Hilliard. *On Grain Inspection*, Hiram Wheeler, E. B. Stevens, A. Dow. *On Inspection other than Grain*, Thomas A. Beebe, George Steel, E. W. Densmore. *On Admission of Members*, J. H. Tucker, George M. How, A. S. Burt. 1860-61.—DIRECTORS: J. W. Finley, George Webster, E. G. Wolcott, Clinton Briggs, A. E. Kent, C. H. Curtis, B. P. Hutchinson, Charles S. Dole, D. L. Quirk, Julian Magill. COMMITTEE OF ARBITRATION (for first six months): John Brodie, Windsor Leland, S. T. Atwater, Howard Priestly, C. A. Rogers; (for second six months): Tracy J. Bronson, Samuel M. Johnson, John Maitland, William H. Low, C. J. Davis. COMMITTEE OF

APPEALS: P. Anderson, M. C. Stearns, Hiram Wheeler, Gurdon S. Hubbard, Charles H. Walker, Hugh McLennan, Thomas Harless, L. P. Hilliard, Joel C. Walter. SUB-COMMITTEES OF THE BOARD OF DIRECTORS: *On Finance*, John V. Farwell, Clinton Briggs, D. L. Quirk. *On Grain Inspection*, A. E. Kent, E. G. Wolcott, J. W. Finley. *On Inspection other than Grain*, Julian Magill, C. S. Dole, B. P. Hutchinson. *On Admission of Members*, George Webster, Eli Bates, C. H. Curtis.

1861-62.—DIRECTORS: J. V. Clark, Charles E. Culver, V. A. Turpin (*), Charles Hincley, J. L. Hancock (*), Samuel Shackford (*), C. J. Davis, Charles H. Walker (*), Hugh Adams, C. H. Curtis (*). COMMITTEE OF ARBITRATION (for first six months): Silas Pratt, J. D. Baile, Thomas Parker, William D. Houghteling, C. Y. Richmond; (for second six months): L. D. Norton, W. N. Brainard, S. A. Kent, T. T. Gurney, J. K. Fisher. COMMITTEE OF APPEALS: S. T. Atwater, E. Rawson, George Steel, Samuel Howe, F. D. Gray, William H. Low, Asa Dow, George Armour, Hugh McLennan. SUB-COMMITTEES OF THE BOARD OF DIRECTORS: *On Finance*, Clinton Briggs, J. V. Clark, V. A. Turpin. *On Grain Inspection*, S. Shackford, Charles Hincley, C. J. Davis. *On Flour Inspection*, V. A. Turpin, E. G. Wolcott, W. H. Low. *On Inspection other than Grain and Flour*, Charles H. Walker, J. L. Hancock, Hugh Adams. *On Admission of Members*, E. G. Wolcott, Charles E. Culver, C. H. Curtis. *On Telegraph Messages*, V. A. Turpin, E. G. Wolcott, J. L. Hancock.

1862-63.—DIRECTORS: T. Maple (*), Charles E. Culver (*), Charles Hincley (*), Charles J. Davis (*), Hugh Adams (*), Lemuel D. Norton, B. P. Hutchinson, E. W. Densmore, N. K. Whitney, Thomas Parker. COMMITTEE OF ARBITRATION (for first six months): R. McChesney, D. C. Scranton, H. C. Ranney, S. P. Carter, S. M. Johnson; (for second six months): E. C. Albert, Morse, Henry Milward, Wiley M. Egan, N. K. Fairbank, E. W. Densmore. COMMITTEE OF APPEALS: B. Adams, George Armour, C. R. P. Wentworth, W. D. Houghteling, C. J. Magill, H. H. Ross, Clinton Briggs, Samuel Howe, V. A. Turpin.

1863-64.—DIRECTORS: Lemuel D. Norton (*), B. P. Hutchinson (*), E. W. Densmore (*), N. K. Whitney (*), Thomas Parker (*), Samuel Howe, J. C. Dore, E. G. Wolcott, Murry Nelson, S. P. Carter. COMMITTEE OF ARBITRATION (for first six months): S. T. Atwater, A. Handy, W. N. Brainard, S. Pratt, George D. Russell; (for second six months): S. Shackford, M. S. Nichols, P. L. Underwood, J. D. Cole, Jr., A. J. Dennison. COMMITTEE OF APPEALS: Ira Y. Munn, C. T. Wheeler, George Steel, William H. Low, Julian S. Rumsey, George A. Gibbs, Stephen Clary, Thomas Richmond, E. Rawson. COMMITTEE ON FINANCE: N. K. Fairbank, Samuel Howe, J. C. Dore. COMMITTEE ON GRAIN INSPECTION: E. G. Wolcott, Charles Randolph, Murry Nelson. COMMITTEE ON FLOUR INSPECTION: L. D. Norton, E. W. Densmore, B. P. Hutchinson. COMMITTEE ON OTHER INSPECTION: Thomas Parker, J. C. Dore, N. K. Whitney. COMMITTEE ON MEMBERSHIP: N. K. Fairbank, Samuel Howe, S. P. Carter. COMMITTEE ON TELEGRAPH: S. P. Carter.

1864-65.—DIRECTORS: Samuel Howe (*), E. G. Wolcott (*), J. C. Dore (*), Murry Nelson (*), S. P. Carter (*), William Nason, J. S. Harvey, Albert Morse, W. N. Brainard, C. M. Culbertson. COMMITTEE OF ARBITRATION (for first six months): C. Y. Richmond, E. V. Robbins, T. J. Bronson, U. H. Crosby, T. M. Hibbard; (for second six months): E. K. Bruce, B. P. Hutchinson, T. H. Seymour, W. N. Woodruff, J. W. Preston. COMMITTEE OF APPEALS: Ira Y. Munn, J. W. Finlay, S. Clary, C. J. Davis, C. T. Wheeler, Solon Cumins, George M. How, S. T. Atwater, D. L. Quirk. COMMITTEE ON FINANCE: Samuel Howe, J. C. Dore, S. P. Carter. COMMITTEE ON GRAIN INSPECTION: Samuel Howe, Albert Morse, Murry Nelson. COMMITTEE ON FLOUR INSPECTION: William Nason, C. J. Gilbert, J. S. Harvey. COMMITTEE ON OTHER INSPECTION: C. M. Culbertson, J. C. Dore, W. N. Brainard. COMMITTEE ON MEMBERSHIP: Thomas Parker, Murry Nelson, E. G. Wolcott. COMMITTEE ON TELEGRAPH: S. P. Carter.

1865-66.—DIRECTORS: William Nason (*), J. S. Harvey (*), Albert Morse (*), W. N. Brainard (*), C. M. Culbertson (*), S. S. Williamson, E. V. Robbins, W. H. Low, S. A. Kent, J. W. Odell. COMMITTEE OF ARBITRATION (for first six months): J. W. Sykes, C. Hincley, D. G. Brown, C. B. Pope, S. Cumins; (for second six months): W. M. Egan, D. C. Scranton, J. B. Lyon, J. H. Dole, J. K. Fisher. COMMITTEE OF APPEALS: Ira Y. Munn, D. Kreigh, H. McLennan, S. Clary, S. T. Atwater, R. McChesney, J. S. Rumsey, C. J. Gilbert, C. H. S. Mixer. COMMITTEE ON FINANCE: J. C. Dore, E. V. Robbins, W. N. Brainard. COMMITTEE ON GRAIN INSPECTION: T. Maple, A. Morse, W. N. Brainard. COMMITTEE ON FLOUR INSPECTION: W. H. Low, William Nason, J. S. Harvey. COMMITTEE ON OTHER INSPECTION: S. S. Williamson, C. M. Culbertson, S. A. Kent. COMMITTEE ON MEMBERSHIP: E. V. Robbins, William Nason, A. Morse. COMMITTEE ON TELEGRAPHING: J. W. Odell, S. A. Kent, J. S. Harvey.

* Those marked with (*) served one year, unless re-elected; others two years.

1866-67.—DIRECTORS: S. S. Williamson (*), E. V. Robbins (*), W. H. Low (*), S. A. Kent (*), J. W. Odell (*), H. Botsford, J. H. Dole, T. H. Seymour, H. A. Townner, J. W. Pottle. COMMITTEE OF ARBITRATION (term expiring in 1867): A. G. Hoagland, H. Priestly, C. Y. Richmond, W. T. Baker, I. P. Rumsey; (term expiring in 1868): C. J. Magill, M. S. Yarwood, C. A. Knight, C. W. Boynton, Michael Leary. COMMITTEE OF APPEALS (term expiring in 1867): V. A. Turpin, M. C. Stearns, C. T. Wheeler, C. Randolph, E. Lawrence; (term expiring in 1868): J. W. Finley, H. Sprague, C. J. Davis, H. McLennan, L. D. Norton. COMMITTEE ON FINANCE: E. V. Robbins, H. A. Townner, J. W. Odell. COMMITTEE ON GRAIN INSPECTION: J. H. Dole, T. H. Seymour, H. Botsford. COMMITTEE ON FLOUR INSPECTION: W. H. Low, E. W. Densmore, S. S. Williamson. COMMITTEE ON OTHER INSPECTION: J. W. Pottle, S. A. Kent, J. H. Dole. COMMITTEE ON MEMBERSHIP: P. L. Underwood, H. Botsford, E. W. Densmore. COMMITTEE ON TELEGRAPHING: J. W. Odell, S. A. Kent, E. V. Robbins. COMMITTEE ON CEMETERY: S. S. Williamson, P. L. Underwood, T. H. Seymour.

1867-68.—DIRECTORS: H. Botsford (*), James H. Dole (*), T. H. Seymour (*), H. A. Townner (*), H. C. Ranney (*), W. E. Richardson, S. H. McCrea, W. H. Lunt, George M. How, George Field. COMMITTEE OF ARBITRATION (term expiring in 1869): D. H. Lincoln, Joseph B. Phelps, J. B. Hobbs, J. R. Bensley, J. J. Richards. COMMITTEE OF ARBITRATION (term expiring in 1870): H. C. Russell, J. H. Dwight, D. G. Brown, W. H. Goodnow, S. P. Carter. COMMITTEE OF APPEALS (term expiring in 1869): C. E. Culver, T. Maple, E. M. Cannon, E. B. Stevens, Thomas Parker; (term expiring in 1870): B. P. Hutchinson, W. M. Egan, E. W. Densmore, Samuel Howe, M. A. Lawrence. COMMERCIAL COMMITTEE: R. McChesney, J. C. Dore, W. D. Houghteling, W. F. Coolbaugh, John L. Hancock, John M. Douglass, Nathan Mears, J. V. Farwell, W. R. Gould, R. Prindiville, Ira Y. Munn, William Blair, Stephen Clary, W. H. Low, Murry Nelson, S. Clement, W. E. Doggett, L. B. Sidway, N. K. Fairbank, P. Wadsworth, Samuel M. Nickerson. COMMITTEE ON FINANCE: H. C. Ranney, H. A. Townner, George M. How. COMMITTEE ON GRAIN INSPECTION: J. H. Dole, H. Botsford, S. H. McCrea. COMMITTEE ON FLOUR INSPECTION: George Field, H. A. Townner, H. C. Ranney. COMMITTEE ON OTHER INSPECTION: H. A. Townner, C. B. Goodyear, W. H. Lunt. COMMITTEE ON LUMBER: Lyman Blair, S. H. McCrea, W. E. Richardson. COMMITTEE ON MEMBERSHIP: George M. How, W. E. Richardson, Lyman Blair. COMMITTEE ON TELEGRAPHING: H. Botsford, W. H. Lunt, C. B. Goodyear. COMMITTEE ON CEMETERY: T. H. Seymour, Lyman Blair, S. H. McCrea.

1868-69.—DIRECTORS: W. E. Richardson (*), S. H. McCrea (*), W. H. Lunt (*), George M. How (*), George Field (*), J. W. Preston, D. W. Irwin, L. D. Irwin, George J. Brine, Levi Higgins. COMMITTEE OF ARBITRATION (term expiring in 1870): H. C. Russell, J. H. Dwight, D. G. Brown, W. H. Goodnow, S. P. Carter; (term expiring in 1871): A. M. Bennett, George Stewart, Allen Howes, C. G. Cooley, J. C. Guthrie. COMMITTEE OF APPEALS (term expiring in 1870): W. M. Egan, B. P. Hutchinson, Samuel Howe, E. W. Densmore, M. A. Lawrence; (term expiring in 1871): W. H. Low, B. F. Murphy, Hugh Adams, J. H. Dole, J. B. Lyon. COMMERCIAL COMMITTEE: R. McChesney, J. C. Dore, John L. Hancock, John M. Douglass, W. R. Gould, R. Prindiville, G. D. Watkins, Ira Y. Munn, Stephen Clary, William H. Low, L. B. Sidway, N. K. Fairbank, E. K. Bruce, M. S. Bacon, B. P. Hutchinson, J. M. Millar, S. A. Kent, Marshall Field, Asa Dow, Thomas Whitney, B. F. Culver. COMMITTEE ON FINANCE: George M. How, George J. Brine, J. W. Preston. COMMITTEE ON FLOUR INSPECTION: George Field, J. D. Cole, Jr., George J. Brine. COMMITTEE ON GRAIN INSPECTION: S. H. McCrea, L. D. Norton, D. W. Irwin. COMMITTEE ON LUMBER INSPECTION: W. H. Lunt, E. K. Bruce, L. D. Norton. COMMITTEE ON OTHER INSPECTION: W. E. Richardson, Levi Higgins, George M. How. COMMITTEE ON MEMBERSHIP: E. K. Bruce, W. H. Lunt, Levi Higgins. COMMITTEE ON TELEGRAPHING: D. W. Irwin, W. E. Richardson, J. D. Dole, Jr. COMMITTEE ON CEMETERY: J. W. Preston, George Field, S. H. McCrea.

1869-70.—DIRECTORS: J. W. Preston (*), D. W. Irwin (*), L. D. Norton (*), George J. Brine (*), Levi Higgins (*), R. Stone, C. W. Kreigh, D. H. Lincoln, R. W. Pettitt, E. K. Fisher. COMMITTEE OF ARBITRATION (term expiring in 1870): H. C. Russell, D. G. Brown, S. P. Carter, J. H. Dwight, W. H. Goodnow; (term expiring in 1871): A. M. Bennett, George Stewart, Allen Howes, C. G. Cooley, J. C. Guthrie. COMMITTEE OF APPEALS (term expiring in 1870): B. P. Hutchinson, E. W. Densmore, M. A. Lawrence, W. M. Egan, Samuel Howe; (term expiring in 1871): W. H. Low, B. F. Murphy, J. B. Lyon, Hugh Adams, James H. Dole. COMMERCIAL COMMITTEE: R. McChesney, J. C. Dore, John L. Hancock, John M. Douglass, W. R. Gould, R. Prindiville, Ira Y. Munn, Stephen Clary, W. H. Low, G. D. Watkins,

E. K. Bruce, M. S. Bacon, B. P. Hutchinson, J. M. Millar, S. A. Kent, Marshall Field, Asa Dow, Thomas Whitney, B. F. Culver, L. Sidway, N. K. Fairbank. COMMITTEE ON FINANCE: George J. Brine, J. K. Fisher, R. W. Pettitt. COMMITTEE ON FLOUR INSPECTION: R. W. Pettitt, R. Stone, George J. Brine. COMMITTEE ON GRAIN INSPECTION: S. H. McCrea, D. W. Irwin, D. H. Lincoln. COMMITTEE ON LUMBER INSPECTION: L. D. Norton, D. H. Lincoln, Levi Higgins. COMMITTEE ON OTHER INSPECTION: C. W. Kreigh, Levi Higgins, J. K. Fisher. COMMITTEE ON MEMBERSHIP: H. A. Townner, L. D. Norton, J. W. Preston. COMMITTEE ON TELEGRAPHING: D. W. Irwin, R. Stone, C. W. Kreigh. COMMITTEE ON CEMETERY: J. W. Preston, S. H. McCrea, H. A. Townner.

1870-71.—DIRECTORS: R. Stone (*), C. W. Kreigh (*), D. H. Lincoln (*), R. W. Pettitt (*), J. K. Fisher (*), D. H. Denton, E. F. Lawrence, O. S. Hough, W. H. Goodnow, A. H. Pickering. COMMITTEE OF ARBITRATION (term expiring in 1871): A. M. Bennett, George Stewart, Allen Howes, C. G. Cooley, J. G. Guthrie; (term expiring in 1872): J. F. Gillette, Robert Warren, C. C. Moeller, A. J. Latham, J. B. Hall. COMMITTEE OF APPEALS (term expiring in 1871): W. H. Low, B. F. Murphey, J. B. Lyon, Hugh Adams, J. H. Dole; (term expiring in 1872): W. N. Brainard, George H. Gibson, C. Hinckley, J. D. Cole, Jr., R. P. Murphey. COMMERCIAL COMMITTEE: W. M. Egan, W. H. Low, J. W. Preston, J. C. Dore, S. A. Kent, Josiah Stiles, H. A. Townner, W. D. Houghteling, Asa Dow, Gurdon S. Hubbard, Thomas Whitney, Ira Y. Munn, Charles J. Davis, R. Prindiville, D. A. Jones, Clinton Briggs, C. H. S. Miker, W. V. Kay, V. A. Turpin, George C. Walker, L. B. Sidway. COMMITTEE ON FINANCE: B. F. Murphey, D. H. Lincoln, W. H. Goodnow. COMMITTEE ON GRAIN INSPECTION: D. H. Lincoln, D. H. Denton, P. W. Dater. COMMITTEE ON FLOUR INSPECTION: P. W. Dater, R. W. Pettitt, R. Stone. COMMITTEE ON PROVISION INSPECTION: C. W. Kreigh, J. K. Fisher, O. S. Hough. COMMITTEE ON OTHER INSPECTION: J. K. Fisher, E. F. Lawrence, A. H. Pickering. COMMITTEE ON REGISTRATION: R. W. Pettitt, A. H. Pickering, D. H. Denton. COMMITTEE ON TELEGRAPHING: R. Stone, O. S. Hough, B. F. Murphey. COMMITTEE ON MEMBERSHIP: W. H. Goodnow, E. F. Lawrence, C. W. Kreigh.

1871-72.—DIRECTORS: E. F. Lawrence (*), O. S. Hough (*), W. H. Goodnow (*), A. H. Pickering (*), Daniel A. Jones (*), Josiah Stiles, J. H. Dwight, I. P. Rumsey, A. M. Wright, I. N. Ash. COMMITTEE OF ARBITRATION (term expiring in 1871): J. F. Gillette, Robert Warren, C. C. Moeller, A. J. Latham, J. B. Hall; (term expiring in 1872): C. J. Blair, C. T. Trego, R. W. Dunham, T. T. Gurney, J. B. Hobbs. COMMITTEE OF APPEALS (term expiring in 1871): W. N. Brainard, C. Hinckley, George H. Gibson, J. D. Cole, Jr., R. P. Murphey; (term expiring in 1872): W. M. Egan, M. G. Linn, M. A. Seymour, James H. Dole, Howard Priestly. COMMITTEE ON FINANCE: Charles E. Culver, W. H. Goodnow, J. H. Dwight. COMMITTEE ON FLOUR INSPECTION: A. M. Wright, I. P. Rumsey, A. H. Pickering. COMMITTEE ON GRAIN INSPECTION: William N. Brainard, Josiah Stiles, I. N. Ash. COMMITTEE ON PROVISION INSPECTION: O. S. Hough, Daniel A. Jones, Josiah Stiles, W. E. Richardson, H. Milward. COMMITTEE ON TELEGRAPHING: Daniel A. Jones, O. S. Hough, A. M. Wright. COMMITTEE ON MEMBERSHIP: W. H. Goodnow, B. F. Lawrence, I. P. Rumsey. COMMITTEE ON REGISTRATION: A. H. Pickering, William N. Brainard, J. H. Dwight. COMMITTEE ON ROOMS: A. M. Wright, W. H. Goodnow, Charles E. Culver. COMMITTEE ON METEOROLOGICAL OBSERVATION: Charles Randolph, J. H. Dwight, I. P. Rumsey.

E. NELSON BLAKE, president of the Board of Trade, and senior member of the firm of Blake, Shaw & Co., cracker bakers, is a native of West Cambridge, Mass., and the son of Ellis Gray Blake, printer, who was born in Boston, but spent his early life in Richmond and Petersburg, Va. He was born February 9, 1831, and received a common school education in his native town. In 1841, his father died, and, in 1843, he left home to work on a farm in West Cambridge. In the fall of 1850, he went to California, returning in the spring of 1853. The next four years he spent on his uncle's farm, at the old homestead. In the summer of 1857, he began commercial life as a porter in the commission flour store of Harvey Scudder & Co., Boston; but before the close of the year, the firm was a silent partner in the jobbing concern of E. N. Blake & Co. On the 1st of January, 1858, he bought out the other interests, and, taking Kilby Page, Jr., into partnership, continued the business under the firm name of E. N. Blake & Co. In June, 1860, J. M. Dake, the founder of the Dake Bakery, Chicago, died, and the administrator sold the bakery to Messrs. Blake & Page; who associated with them S. B. Walker and F. M. Herdman, and began the business of cracker-making and general custom baking, under the firm name of Blake, Herdman & Co. Mr. Herdman, not liking the business, sold his interest to the remaining partners who took into the firm, W. W. Shaw, who was previously the bookkeeper of Mr. Dake, and the firm of Blake, Walker & Co.,

was formed. Since the death of Mr. Dake, and the transfer of the property to Blake, Shaw & Co., Mr. Blake has remained at the head of the house; during all its changes he has been identified with its interests, and the guiding mind in the conduct of its affairs. Their business has increased greatly, at times consuming over fifty thousand barrels of flour in a year. In 1872, Mr. Blake became a member of the Board of Trade, to further the interests of his house; and in 1881, he was elected a member of the Board of Directors. His term of office expired with the year 1883, and at the ensuing election on the first Monday in January, 1884, he was elected president of the Board. His administration of its affairs was so successful and so satisfactory to the members that, at the annual election, for 1885, he was re-elected almost unanimously—the first instance since the fire of a re-election of president. He was also elected, for the fourth time, president of the Western Cracker Bakers' Association, at its last annual meeting, held at the Grand Pacific Hotel in this city, February 4, 1885. This is an association numbering one hundred and ten members, and comprises the principal manufacturers in twenty-three States and Territories, from Colorado to Pennsylvania. Mr. Blake has served them in his present capacity from its organization, and, at the last election, only reluctantly accepted the position, after having been three times unanimously chosen to fill the office and peremptorily declining twice. At the convention in 1882, which was held in Cincinnati, his fellow members signified their appreciation of his character and abilities, by presenting him with a Jules Jurgensen gold watch, with chain and seal attached, the best that money could buy. Mr. Blake is a member of the Citizens' Association. He is a member of the Second Baptist Church of this city; and, while his general benevolence is large, his gifts to the church of his choice, and to the Morgan Park Theological Seminary, connected with it, have been princely. He at one time gave \$30,000, on condition that \$100,000 should be raised, and engendered an enthusiasm that raised \$200,000 instead. He has given to it, at various times, in various amounts, \$30,000 more; making a total to this institution alone of \$60,000. On September 15, 1858, Mr. Blake was married to Anna E., daughter of Joseph W. Whitten, of West Cambridge, Mass. They have two children living—Mabel E., now the wife of H. H. Kohlsaat, and E. Nelson Blake Jr. Of this gentleman, a contemporaneous writer thus speaks: "The life of Mr. Blake is full of intelligence and hope for young men who have their characters yet to form and fortune to make. The life of such a man makes the world better, by helping others to seek a better life than they might otherwise suppose within their reach. Believing that stewardship is attached to every station in life, Mr. Blake has steadily confined himself to business; and although adhering to the Republican party, has strongly resisted every inclination and invitation to engage in political or public life. By a strict observance of this principle he has been successful, never failing in anything he has undertaken; and as he reviews his past life, he is a firm believer in an over-ruling Providence, who specially cares for those who trust Him and seek His guidance. He is still in the prime of his life, and looks forward to a life of devotion and usefulness in the cause of the God of his youth."

CHARLES COUNSELMAN was born in Baltimore, Md., in 1849, and there received a common school education. He came to Chicago in 1869, and went to work for Eli Johnson & Co., in a very subordinate capacity and for very small remuneration; but being possessed of but little funds and having a good appetite, it was needful to do something, and no one who knows Mr. Counselman can understand him resting supine when there was anything to be done. He had to make his living, and made it by hard, laborious work; by doing everything that came to his hand conscientiously and well, he made a success of all that he undertook. After he had worked for Mr. Johnson for some little time, he procured a position with Chase, Hanford & Co., selling oil on commission. He then, in 1871, started in the commission business for himself, and joined the Board of Trade about the same time. Since that time his career has been one of continued success. Fortune might appear to frown upon him temporarily, but the same undaunted perseverance that made him take off his coat and do the first thing that came to hand, in 1869, overcame adversity also; the integrity and economy that helped him in his early Chicago life manifested themselves in his later career, and these qualities gained fresh clients day by day, with the result that Mr. Counselman to-day enjoys one of the most flourishing commission businesses in the city. In August, 1883, the Counselman Building was commenced, and completed on May 1, 1884. It is owned by that gentleman, and is a monument not alone to the business architecture of Chicago, but to the enterprise and energy of its proprietor. Mr. Counselman was a member of the Board of Directors of the Board of Trade, and is a member of the Board of Real Estate Managers,—having been re-elected to that office,—and has been very influential and efficient in the erection of the present building. In 1879, he erected large warehouses at the Union Stock Yards, where he does a large business in warehousing provisions, and where he also has extensive real

estate interests. Mr. Counselman is likewise a large owner of real estate in the North and West divisions of the city, which he subdivides for residence property. His business is in stock and grain, and he has a branch office at No. 17 Mills Building, New York City; and to facilitate his enormous transactions he has in his office private telegraph wires connecting with New York, Cleveland, Boston, Rochester, Buffalo, Providence and other large eastern cities, also with Baltimore, Washington, and Richmond and Norfolk, Va. Mr. Counselman was married, in 1875, to Miss Jennie E. Otis, daughter of Judge Otis.

GEO. C. ELDRIDGE & CO.—There was probably no firm better known on the Board of Trade at the date covered by the last chapter than that of George C. Eldredge & Co. The firm comprises Mr. Eldredge and Nathaniel S. Jones. It is one of those firms—the mention of whose name conveys an assured idea of comprehensive business talent, energy and unquestionable integrity; and prescience has enabled it to take advantage of the mutations in the market that others, less fortunate, failed to perceive. By acting upon strict business principles, and by making a record of which any house might well be proud, George C. Eldredge & Co. stand in the front rank of the members of the Chicago Board of Trade. Mr. Eldredge came to Chicago in 1867 and became bookkeeper for Shiek, Wagner & Co., with whom he remained two years. He then went into business for himself, with the result as just stated.

Nathaniel Strong Jones was born in Centerville, Ohio, on January 26, 1841, and received his education at Xenia, Ohio. In 1859, he went to Cincinnati, where he engaged in the lard refining business, and subsequently in the grain and commission trade. In the fall of 1875, he left that city and came to Chicago, and entered the commission business, in which he has since remained without intermission. In December, 1875, he joined the Board of Trade, and on November 20, 1882, became a member of the firm of George C. Eldredge & Co. He was married, in 1863, to Mary W. Scammon, daughter of General E. P. Scammon, and niece of J. Y. Scammon, and has the following children: Nathaniel Scammon, Caroline Mary, Margaret Mary, Robert, Mary and Winifred Mary. He is a member of the Chicago and Union clubs, and is, perhaps, known as much for his genial and courteous hospitality as he is distinguished for his commercial ability.

HAMILL & CONGDON.—*Ernest A. Hamill* is the youngest son of Dr. R. C. Hamill, of Chicago, and was born at Bloomington, Ind., in July, 1851, and came to Chicago with his parents when but ten months of age, locating here in the spring of 1852. He received his education in this city at the common schools, and at the age of sixteen became employed in the hardware business, first with Edwin Hunt & Sons, and afterward with Miller Brothers & Keep. In 1875, he first engaged in the commission business, with the firm of Van Inwagen & Hamill, and, in the spring of 1878, he engaged in the brokerage business alone. On April 1, 1879, he established the firm of Hamill & Congdon, commission merchants, grain and provisions, which is still in existence, and doing a flourishing business. Mr. Hamill joined the Board in 1876, and was made a member of the Committee of Arbitration for the years 1883–84. He was married, in 1880, to Miss E. S. Corwith, daughter of Henry Corwith; they have one son—Alfred E. Mr. Hamill is one of the charter members of the Calumet Club, and is one of the executive committee of the Citizens' League, an organization that has done so much toward retarding evil in the individual and in the official acts of our city. He is also one of the governing committee of the Chicago Stock Exchange.

Charles B. Congdon, of the firm of Hamill & Congdon, was born in Massachusetts, in the year 1853, and received his education in that State. In 1873, he came to Chicago, and went into the commission business, in the ensuing year, with O. W. Clapp, remaining with him until 1879, in which year he entered the firm of which he is now a member. He became a member of the Board of Trade in 1875, and is one of the directors of the Lake Bluff Hotel and Improvement Company. He was married, in December, 1876, to Miss Cynthia Willis, and has three children—Harry, Bessie and Louise.

GEORGE G. PARKER.—Probably in no city in the world are so many instances of men who have arisen by their own exertions to positions of honor, trust and commercial importance, as in Chicago. This statement is peculiarly applicable to the members of the Board of Trade, and one of the foremost instances is George G. Parker. Born in Boston, Mass., in 1851, he came to Chicago in 1862. He had but few educational advantages, as the boy had either to work, or starve—and he is not of the starving kind. To obtain food and lodging, he carried newspapers, at the princely remuneration of \$2 a week, and continued this during 1863–65. In the latter year, he obtained the situation of doorkeeper in the main hall of the Board of Trade, and was also bookkeeper in the inspection office. He occupied these positions until 1870, when he entered the employment of H. F. Lewis & Co., commission merchants, and remained through their business existence, and was also with Musick & Gross, who succeeded Lewis & Co. in 1872. He re-

mained with Musick & Gross until 1876, when he went into business for himself, and has managed his own trade since that time. He became a member of the Board of Trade in 1870, and was a member of the Committee of Arbitration in 1882–83, and was also a member of the Executive and Finance Committees of the Call Board, which was closed up on May 1, 1884. Mr. Parker married, in 1874, Miss Luella Knapp, of Boston, and has three children—Leslie G., Lelia C. and Fred A. A sketch of this gentleman's life would be incomplete without adverting to the qualities he possesses, and which have enabled him, though so young a man, to attain the honorable position he occupies in the Board of Trade and the commercial world. These are grit, perseverance, scrupulous honesty, and business tact and comprehension, that seem almost intuitive. No lucky stroke of fortune has elevated the newsboy to the honored merchant, but the genius of hard work and uprightness of character has attended George G. Parker, and made him one of the representative self-made men of the Chicago Board of Trade.

BIGELOW & CO.—The commission house of Bigelow & Co., is composed of Edward A. Bigelow and his brother, James L. Bigelow, active members, and Samuel H. Larminie, silent partner. The house was founded, in 1865, by the last named gentleman, and did business for many years as S. H. Larminie & Co. It began in a small way, its receipts for a long time not averaging \$1,000 a month; but maintaining strict integrity in all its dealings, and exercising care and prudence in all its transactions, it steadily gained in favor with the public and in financial strength. In 1877, Edward A. Bigelow entered their employ, and became so essential a factor in the business, that two years later, he was admitted into partnership, and became the principal working man of the firm. Owing particularly to the skill and enthusiasm with which he conducted the business, its receipts soon grew to over \$100,000 per annum from commissions alone. For some years before he finally relinquished all active work, Mr. Larminie surrendered the expert direction of the business and, in 1883, withdrew, and a new firm was organized as first stated. This action was caused by steadily diminishing health. By the advice of his physicians he purchased a home in Santa Barbara, Cal., whither he retired in 1883, but gaining no benefit from the change, and pining to see Eastern friends before he died, his physicians here advised a return to Chicago, so, at present writing (1885), he is sojourning with relatives in the East, and not without hope that he may yet find relief and recovery from his dangerous malady.

James L. Bigelow was born at Zanesville, Ohio, on November 24, 1847. After the war, he remained with his father until 1876, when he entered the employ of Charles Ray & Co., commission men on the Board, as bookkeeper. He remained with them for two and a half years, and, when E. B. Stevens, a partner, drew out and the firm dissolved, he went with him and remained in his employ for one year more. He then began to operate on the Board for himself, and so continued until he entered into partnership with his brother Edward, in 1883. He is an active member of Grace Church, and a valuable helper in all Sunday-school, Church and benevolent work. He is a member of George H. Thomas Post, No. 5, G. A. R. On November 14, 1872, he was married to Miss Lydia M. Gould, the daughter of the late Philip N. Gould, an old and well known citizen of Chicago. James Bigelow being the older brother, during the time that they were in the army, he naturally had to guide and counsel his junior, and hence has become conservative, deliberative, and accustomed to carefully weigh the arguments before and against any project. To his excellent judgment and commercial integrity, the firm owes much of the deserved reputation it enjoys for stability and fidelity to the interests of its customers.

Edward A. Bigelow is a native of Zanesville, Ohio, where he was born on August 18, 1849. In the latter part of 1863, an older brother being already in the army, he and James—two years his senior—enlisted in Co. "F," 68th Ohio Volunteer Infantry. James was but sixteen years and Edward fourteen; but, joining the Seventeenth Army Corps, they participated in all the glorious achievements of the grand Army of the Tennessee, until they were honorably discharged at Louisville, Ky., in July, 1865—neither of them having received a scratch. While all his boys were in the army, the father, who had made such a sacrifice for his country, moved his business to Chicago. He was a druggist in Zanesville, moved to Cleveland before the war, and thence to Chicago in 1864. Here he started in the drug commission business, and when his boys returned from the army he took them into his employ. Edward continued with his father until 1877, when he went on the Board of Trade as before stated. In 1871, he lost all he had laid up, by the great fire. He had previously been engaged to be married to Miss Margaret Rebecca, the daughter of W. H. Bush, a wealthy retired lumberman; and the young couple married during the week of the fire. Mrs. Bigelow died in May, 1879. Mr. Bigelow is a member of Grace Methodist Episcopal Church, and a most earnest and successful worker there. He is particularly active in Sunday-school work, and has already graduated a class,

and the majority of the graduates have taken their places in the Church and Sunday-school. He is of a cheerful temperament, is enthusiastic and thorough, with a strong will, and, underneath all, has an honest and faithful heart.

JOHN W. LYKE is one of those men who, beginning life under circumstances of great hardship, early acquire a firmness and strength of character which enables them to overcome with ease obstacles which appal those more tenderly raised. It will be seen that he has fought his way up from the bottom, contesting every inch of ground, and winning by sheer force of character and solid merit. He is of German parentage—the son of Henry and Elizabeth (Mereness) Lyke—and was born near Sharon Springs, Schoharie Co., N. Y., August 15, 1836. When but two years old, his parents moved to Oswego County, twenty-four miles from Oswego and fifteen from Syracuse, into an almost unbroken wilderness. Four years later his mother died, and John was put out to a severe, old fashioned Puritan Yankee, to whose nature mercy was a stranger. But John grew, in spite of his hardships, and at the age of twelve ran away from his tormentor, and found the world, so unfriendly to the most of us, a paradise in comparison. In June, 1854, when nearly eighteen years of age, he made his way to Chicago, and that winter went down to Morris, Grundy County. There, in company with his brother, he cut and handled cord-wood on contract for the Chicago, Rock Island & Pacific Railroad, receiving 75 cents a cord for cutting and \$1 a cord for hauling. By extraordinary diligence and skill, he made money, and had some to lend when spring opened. He then went on the canal, as a common hand, and after working sixteen days only, was promoted to be captain, and followed the business until 1861, when he began to buy grain at Spring Lake, in company with his brother-in-law, W. H. Hamlin, whose sister, Esther Hamlin, he had married in May, 1859. In 1865, they located at Havana, Mason County, and continued to buy grain in company for three years, when they dissolved, and Lyke continued in the grain business alone—virtually until the present time. He was one of the trustees of the town for two years, and was elected a member of the board to build the Fulton and Mason County bridge, across the Illinois River. His grain business led him into close relations with Chicago Board of Trade men, and for years before moving, he was, for all business purposes, a Chicago man, but he did not move his family here until 1873, at which time he became a member of the board. He is a staunch Republican and a popular man in the Thirteenth Ward, where he resides, as is shown by his election to the Common Council, in April, 1882, being elected by six hundred and ninety-nine majority, three candidates being in the field and that being the largest majority ever given. He is also a member of the Masonic fraternity, having been made a master mason in 1857, and is a member of Hesperia Lodge, No. 411, A. F. & A. M.; of Washington Chapter, No. 43, R. A. M.; of Siloam Council, No. 59, R. & S. M., and of Chicago Commandery, No. 19, K. T. He is a member of the Young Men's Republican Club, and during the last presidential campaign was a member of the State Republican Campaign Committee. He has three daughters—Elizabeth E., Carrie S. and Lottie M.

ELEVATORS.

The increase in capacity of the grain elevators in Chicago, may be learned from an examination of the appended tables. The increase in capacity was not so much due to an increase in the number of the elevators as to their enlargement. Several of the smaller elevators went into disuse during this period, and were replaced by others of greater size. It is enough to say that the total increase in capacity in two years was 1,500,000 bushels; during the following year the increase in capacity was 900,000 bushels; in 1863, Chicago's facilities for storage were increased 2,650,000; during the eight years following, statistical tables show a further growth in elevator capacity of 1,365,000 bushels.

1868—Seventeen reported; storage capacity, 10,680,000 bushels. 1869—Seventeen reported; storage capacity, 11,580,000 bushels. 1870—Seventeen reported; storage capacity, 11,580,000 bushels. 1871—Fifteen reported; storage capacity, 11,375,000 bushels. The great conflagration of October 9, 1871, destroyed six elevators, having an aggregate storage capacity of 2,475,000 bushels, and, containing, at the time they were burned, 1,559,395 bushels of grain.

ELEVATORS DESTROYED IN FIRE, OCTOBER 9, 1871.				
NAME	PROPRIETORS.	RECEIVED FROM.	NORMAL CAPACITY.	GRAIN DESTROYED, BUSH.
Central Elevator A.....	I. & E. Buckingham.	Illinois Central R. R. and Canal.....	700,000	533,000
Munger & Amour's Elevator.....	Munger, Wheeler & Co.	C. & N. W. R. R. (Valencia Div.) and Canal.....	600,000	379,666
Chicago Elevator.....	Munger, Wheeler & Co.	C. & N. W. R. R. (Valencia Div.) and Canal.....	450,000	266,193
Hiram Wheeler's Elevator.....	Munger, Wheeler & Co.	C. & N. W. R. R. (Valencia Div.) and Canal.....	400,000	299,744
National Elevator.....	Vincent, Nelson & Co.	Chicago & Alton R. R. and Canal.....	250,000	170,702
Lunt's Elevator.....	Orrington Lunt & Brother.	Canal.....	75,000	.....
Total.....			2,475,000	1,559,395

ELEVATORS REMAINING, OCTOBER 9, 1871.				
NAME	PROPRIETORS.	RECEIVED FROM.	NORMAL CAPACITY.	
Central Elevator B.....	I. & E. Buckingham.	Illinois Central R. R. and Canal.....	1,600,000	.....
Rock Island Elevator A.....	Flat, Thompson & Co.	C. & N. W. R. R. and Canal.....	750,000	.....
Rock Island Elevator B.....	Flat, Thompson & Co.	C. & N. W. R. R. and Canal.....	1,250,000	.....
C. B. & O. Elevator A.....	Amour, Dole & Co.	C. B. & O. R. R.....	1,250,000	.....
C. B. & O. Elevator B.....	Amour, Dole & Co.	C. B. & O. R. R.....	850,000	.....
City Elevator.....	Munn & Scott	C. & N. W. R. R. and Canal.....	1,200,000	.....
Union Elevator.....	Munn & Scott	Chicago & Alton R. R.....	700,000	.....
Northwestern Elevator.....	Munn & Scott	C. & N. W. R. R. and Canal.....	600,000	.....
Munn & Scott's Elevator.....	Munn & Scott	C. & N. W. R. R. and Canal.....	200,000	.....
Iowa Elevator.....	Spurway, Preston & Co.	Canal.....	300,000	.....
Illinois River Elevator.....	Edward Hempstead	Canal.....	8,900,000	.....
Total.....			8,900,000	.....

During this period, the storage capacity increased from 4,095,000 bushels in 1858, to 11,375,000 bushels in 1871. Each succeeding year found the warehouses full during the winter months, and often loaded vessels were lying in winter quarters, along the adjoining docks, to relieve the overflowing bins.

The receiving and handling of bulk grain from cars and canal-boats, and transferring the same, of like quality, kind and grade, to other cars, or ships, with greater expedition and at the least possible expense, was the all-important function to be performed. Thus, every railroad entering the city found elevators, with one side fronting navigable water, the other adjoining their tracks, as necessary a part of their system as the rails, engines or cars; and each new railroad completed, either laid rails to warehouses already built, or caused another of these huge structures to appear upon the banks

of the river, or along the canal. In the construction of the elevators, working efficiency was of no less importance than storage capacity.

No elevators of large size were erected prior to 1854. That year, the Galena elevator was built as well as the Munger & Armour warehouse, on North Water Street, on the Galena & Chicago Union Railroad track. The Galena & Chicago Union Railroad Company's elevator was built in 1855.

ELEVATORS ESTABLISHED.—WALKER, BRONSON & Co. established an elevator in 1856, or earlier. In 1858, the style of the firm was changed to Walker, Bronson & Cole (Charles H. Walker, Tracy J. Bronson, Josiah D. Cole and George C. Walker). In 1859, the firm name was changed to Walker Brothers; in 1860, to Walker, Washburne & Co.; and in 1863, to Walker, Bronson & Co. The firm disappeared from the elevator business in 1864. **HIRAM WHEELER** built a new elevator and established himself in the business in 1859. He continued alone until 1863, when he consolidated his business with, and became a member of the firm of, Munger, Wheeler & Co., of which he is still a member. **ORRINGTON LUNT & BRO.** (Orrington and Stephen P.) established an elevator in 1860, and continued in business until October 9, 1871, when their elevator was destroyed in the great fire. **SMITH & STURGES** established an elevator in 1860. The style of the firm was changed to Sturges, Smith & Co., in 1861, and again, in 1862, to Albert Sturges & Co. The firm disappeared from the list of elevator firms in 1863. **STEEL & TAYLOR** (George Steel and Isaac Taylor) did business during the year 1863, having a capacity for storage reported at 1,250,000 bushels. They were succeeded by Munna & Scott, in 1864. **CHARLES WHEELER & Co.** were first established in 1861, at which time they became proprietors of the Galena & Chicago Union Railroad Elevator. The business of the firm was consolidated with that of four other firms, in 1863, under the name of Munger, Wheeler & Co. **SAMUEL HOWE** was proprietor of the Galena & Chicago Union Railroad Elevator in 1856. He was succeeded by Charles Wheeler & Co., in 1861. **GIBBS, GRIFFIN & Co.** became established, in 1854, under the firm name of Gibbs, Griffin & Co. (George A. Gibbs, E. W. Griffin), and ceased the elevator business in 1859. **GEORGE STURGES & Co.**, became established in 1859. They were proprietors of the "Fulton Elevator" until 1863, at which time the business was consolidated under the firm name of Munger, Wheeler & Co., as heretofore stated. **S. A. FORD & Co.** was established as early as 1856. The name was changed to Ford & Norton in 1860, and the firm continued in the elevator business until 1863. **JAMES PECK & Co.** established an elevator prior to 1856, and continued in the business until 1860. **Dale & Clemons** succeeded to the business in 1861, and discontinued the following year. **L. NEWBERRY & Co.** built a new elevator in 1861, having a storage capacity of 300,000 bushels, and the firm did business during 1862, being merged into the firm of Munger, Wheeler & Co. in 1863. **HOWE & ROBBINS** (Samuel Howe, proprietor of Galena & Chicago Union Railroad Elevator from 1856 to 1861, and Enos V. Robbins) were established in 1863, and the firm changed to Howe, Robbins & Perry (Theodore Perry) in 1864, during which year their elevator was destroyed by fire. **FINLEY & BALLARD** (James W. Finley and Addison Ballard) built the Illinois River Elevator, and commenced business in 1865. In 1867, the firm name was changed to Finley & Rogers (W. H. Rogers), and, in 1868, they were succeeded by Edward Hempstead. **W. H. LUNT** began in the elevator business as proprietor of the New Iowa Elevator in 1866, and had charge of it for two or three years. He was succeeded by Spruance, Preston & Co., in 1869. **SPRUANCE, PRESTON & Co.** (Harmon Spruance and J. W. Preston), established an elevator in 1860, and continued in business until 1871. **EZRA E. FAY** operated a floating elevator in 1861, believed to be the first ever used in the city.

J. & E. BUCKINGHAM.—In 1855, Solomon Sturges and his brothers-in-law, C. P. and Alvah Buckingham, formed a partnership for the purpose of carrying on the elevator business. They leased from the Illinois Central Railroad the ground where the Central elevators now stand, for a period of ten years. The first year they put up an elevator with a capacity of 700,000 bushels, designating it by the letter "A." Two years later they built another, of equal size, which they called elevator "B." These were the first large elevators in the city, and they received grain from all the roads entering Chicago until 1860. With 1865, their lease expired, and the Illinois Central bought the property. Immediately the new firm of John & Ebenezer Buckingham leased the same property from the railroad for ten years. The great fire burned elevator "A," leaving "B" untouched—the only elevator spared in the burned district. The firm immediately began the work of reconstruction, and in the spring of 1873 had completely re-built "A," with a capacity of one million bushels. In 1869, they en-

larged elevator "B" to a capacity of one million five hundred thousand bushels, and later added cribs with a storage capacity of three hundred and fifty thousand bushels. This gave the Central elevators a capacity of two million eight hundred and fifty thousand bushels of grain. Elevator "A" is 100 by 200 feet on the ground, and is furnished with all the modern appliances for rapid handling of grain. The power is supplied by a Corliss engine. A single belt is capable of elevating five thousand bushels of grain an hour, and, on one occasion, they loaded a vessel with sixty-five thousand bushels of wheat in an hour and twenty minutes. Elevator "B" is 100 by 300 feet on the ground. Both elevators are under contract, and can receive grain only from the Illinois Central Railroad, except the overflow from the other elevators in the city.

Ebenezer Buckingham, the only surviving partner of the elevator firm of J. & E. Buckingham, was born at Zanesville, Ohio, January 16, 1829. His brother, and former partner, John, was also a native of Zanesville. The brothers formed a co-partnership about the close of 1865, for the purpose of taking the place of Sturges, Buckingham & Co. in the control of elevators "A" and "B," which they subsequently named the Central elevators. They did a prosperous business for many years, and the partnership was only dissolved by the death of John Buckingham, August 21, 1881. Ebenezer Buckingham entered Yale College in the fall of 1844, from which he graduated in 1848, at the age of nineteen. Until 1857 he was connected with the banking business. In 1859, he came to Chicago, and was employed by the firm of Sturges & Buckingham, with which firm he remained until 1866, when he and his brother John succeeded the original house. On May 5, 1853, he was united in marriage to Lucy Sturges, daughter of Solomon Sturges, by whom he has had several children. Mr. Buckingham is one of the best known and esteemed of the old citizens of Chicago. If he would consent to burden himself with their care, there is no end to the interests which would be intrusted to him; but he is not ambitious in a political sense, and too much occupied with his own affairs to find leisure to attend very much to the affairs of others. He is, however, president of the Trader's Insurance Company and director of the Northwestern National Bank. He belongs also to the Citizens' Association and the Citizens' League, and is a member of the First Presbyterian Church.

MUNGER, WHEELER & Co. This house was established in 1854, by the firm of Munger & Armour (Wesley Munger, George Armour). In 1863, the firm name was changed to Munger, Wheeler & Co., and the business interests of Wesley Munger and Hiram Wheeler were consolidated. The latter had followed the elevator business here since 1849, and Munger and Armour since 1854. In the winter of 1855-56 Munger & Armour built an improved steam elevator in the city, and these two firms did the principal business in their line. In 1864, James R. McKay, who had been in the employ of Munger & Armour since 1858, was admitted into the firm; and in 1867, George Henry and Charles W. Wheeler also entered into partnership. Wesley Munger died January 24, 1868, and his only son and heir, Albert A. Munger, took his place in the company. In 1881, George Armour died, and his estate is now represented in the firm; the estate also of Jesse Hoyt, who died in 1882, still owns its interest in the concern. The active members of the firm at present are George H. and Charles W. Wheeler and James R. McKay.

Hiram Wheeler, the founder and senior member of the firm of Munger, Wheeler & Co., was born at New Haven, Addison Co., Vt., August 20, 1809. At the age of fourteen, he entered his brother's store at Vergennes, as a clerk, and in a few years went to New York. In the fall of 1832, he removed to Niles, Mich. In 1849, Mr. Wheeler moved to this city, and purchased a warehouse on South Water Street, near Clark-street bridge, and entered into the storage and forwarding business. He moved thence to the foot of Franklin Street, where he rented the Gibbs & Griffin elevator and the Marine Bank. On his return to New York City, in September, 1833, Mr. Wheeler married Miss Julia Smith, daughter of Francis Smith, by whom he has had five sons—Frederick A., Charles W., George H., Eugene and Arthur. Having brought up all his sons to his own business, when he started in Chicago he had ample assistance in his own family. Hiram Wheeler has been a member of the Chicago Club, since its first organization. He also belongs to the Calumet Club, to the Washington Park Driving Club, and to the Sons of Vermont. He has withdrawn from active life, and is enjoying, with his wife and family, his ample fortune. He made an extensive tour in Europe in 1879-80.

Albert A. Munger is the only child of Wesley Munger, who died in 1868, to whose place in the company and the large estate he became sole heir. He was born at Chicago, January 24, 1845, the place of his birth being the site of the wholesale dry goods house of Marshall Field & Co. In 1862, he went abroad with his parents to complete his education, and received the best instruction obtainable in Geneva and Dresden. He did not return until after the close of the war, in 1865. Mr. Munger is a gentleman of leisure, with ample means to gratify every taste. He leaves the affairs of the

wealthy company of which he is a member to his partners Messrs. Wheeler Bros. and McKay, and, beyond the time necessary to the management of his private estate, he pursues his own inclinations and pleasure. He is a bachelor, and spends much of his time abroad, traveling in various parts of the world. He owns an elegant home in this city, and there keeps bachelor's hall, where he entertains his friends. He has a cultivated taste, and has collected a large assortment of art treasures, with which he has adorned his home and the large rooms he keeps for his offices in the Metropolitan Block, of which he is the owner. He is very popular with his friends, and has all sorts of social honors thrust upon him. He is an honorary member of Co. "F," 1st Regiment, Illinois N. G., a distinction very rarely conferred by this popular and aristocratic military organization. He is also a member of the Chicago, Calumet and Union clubs and of the Citizens' Association.

Charles W. Wheeler was born at LaPorte, Ind., November 11, 1838. He received a common school education and found employment in his father's business as soon as he was old enough to be of any use to him. First at LaPorte, then at St. Joseph, Mich., and finally at Chicago and continuously ever since, his business interests have been inseparable from those of his father. In 1867, he was admitted into the firm of Munger, Wheeler & Co., and has always taken an active part in the conduct of its affairs. He was married, on December 27, 1860, to Adaline Parmelee, daughter of Franklin Parmelee, the well known omnibus man of Chicago. He is a member of the Chicago, Union and Calumet social clubs and of the Washington Park Driving Club.

George Henry Wheeler was born at LaPorte, Ind., August 1, 1841. He was but eight years old when he came with his father's family to Chicago in 1849, and is essentially a Chicago man in everything except birth. With the exception of a business course in Racine College in 1856, he received his education in the schools of this city, and his whole business and social life has been passed here. He began work with his father, and in 1867 was admitted into the firm, taking at once an active and important part in the management of its affairs. On December 15, 1864, Mr. Wheeler was married to Miss Alice I. Lord, daughter of G. Lord of Watertown, N. Y., and has had two children, Henry and Mabel. He is a member of several society clubs and organizations, a life-member and patron of the Art Institute of Chicago and several other similar associations, but is very domestic in his habits and tastes, devoting his time to his family outside of business hours.

James R. McKay was born in Lemont, Will Co., Ill., June 8, 1840. His father, James McKay, came to Chicago in 1835, and, while engaged on the Illinois and Michigan Canal, lived for a short time at Lemont. After its completion, he moved to Waukegan, in the spring of 1841, and finally settled in Chicago in 1855. When fifteen years old, James entered Hathaway's Mathematical School, on the very spot where the Metropolitan Block now stands, and spent about two and a half years in study under the best instructors the city then afforded. He then engaged in the bank of I. H. Burch, on the corner of Clark and Lake streets, as assistant teller, where he spent two years. In 1858, he entered the employment of Munger & Armour, as bookkeeper, and in 1864, at the consolidation with Hiram Wheeler, he became a member of the new firm of Munger, Wheeler & Co., and has had charge of their office ever since. January 10, 1867, he was married to Elizabeth Mears, daughter of the well known lumberman, Nathan Mears. They have had five children—Marion, Elizabeth, James, Robert and Nathan. Mr. McKay is a member of the Citizens' Association, and the Chicago and Union clubs.

ARMOUR, DOLE & Co. was established in 1860, by Wesley Munger, George Armour and Charles Dole. In 1861, they took the firm name under which they have done business continuously ever since. They have had charge of the grain receipts of the Chicago, Burlington & Quincy Railroad since the building of the first elevator ("A"), capacity 850,000 bushels, in 1860. The increase of their business has been as follows: In 1863, elevator "B" was built, storage capacity, 850,000 bushels; in 1873 elevator "C" was added, capacity, 1,500,000 bushels; in 1879, elevator "D," capacity, 1,800,000 bushels; in 1882, elevator "E," with a capacity of 1,000,000 bushels. Elevator "A" was enlarged to 1,250,000 bushels in 1867. The present (1885) capacity of the four elevators still controlled by the firm, is as follows: Storage room, 6,350,000 bushels; receiving and shipping capacity, 700,000 bushels a day; shipping capacity, when not receiving, 1,500,000 bushels a day.

JAMES BARRELL, the manager of the great commission house of Armour & Dole, and who owns an interest in the business, was born in London, England, on September 28, 1834—the son of John and Elizabeth (Evans) Barrell. His early boyhood was passed in the academic schools of London. At the age of twelve years, he came with his father to Chicago; and with him was engaged in the grocery business for about four years. At the age of sixteen he was employed as a clerk in the post-office at Chicago, where he remained for ten years, the last half of the time occupy-

ing the position of chief clerk of the western distribution. Leaving the post-office, he engaged with Armour & Dole, and during the life of Mr. Armour, had charge of the office. After the death of Mr. Armour, he succeeded him as general manager, and has held that position until the present time. Mr. Barrell was married, January 5, 1864, to Miss Sue S. Finley, daughter of James W. Finley, of Chicago. They have three sons—James F., Stewart E. and Albert M. He is a member of Garden City Lodge, No. 141, A. F. & A. M.; of Lafayette Chapter, No. 2, R. A. M.; of Apollo Commandery, No. 1, K. T.; and of Oriental Consistory, 32°, S. P. R. S. He is also a member of the Chicago, the Calumet and the Washington Park clubs.

FLINT, ODELL & Co.—This firm was established, in 1854, under the firm name of Flint, Wheeler & Co. (T. J. S. Flint, Calvin T. Wheeler and Daniel Thompson). The firm name was changed to Flint & Thompson, in 1861; to Flint, Thompson & Co., in 1864; and to Flint, Odell & Co. (James W. Odell) in 1878, under which name the firm is now (1885) engaged in the business which it has followed consecutively for twenty-eight years. Their first elevator had a storage capacity for 160,000 bushels. Rock Island Elevator "A," with a capacity for 750,000 bushels, was completed in 1856. In 1863, Rock Island Elevator "B" was built, with storage capacity for 1,250,000. Elevator "A" was entirely re-built, with a capacity of 1,500,000 bushels, in 1881-82. The aggregate storage capacity of these two elevators, in 1885, was reported at 2,600,000 bushels; receiving and shipping capacity, 300,000 bushels a day; and for shipping alone, 650,000 bushels a day.

VINCENT, NELSON & Co.—This firm comprises B. B. Vincent, Murry Nelson and Enoch B. Stevens. They built the National Elevator in 1867, and continued in business until October 9, 1871, at which time their elevator was burned. They re-built in 1871-72. Their first elevator, built in 1867, had a storage capacity for 250,000 bushels; their new elevator, built in 1871, still (1885) known as the National Elevator, and operated by the National Elevator and Dock Co., has a storage capacity for 1,000,000 bushels, and is stated to be the only fire-proof grain elevator in Chicago, having been adopted by the National Board of Underwriters as the standard. No wood is exposed outside; there are brick and hollow-tile walls, while the roofs, receivers, scale-hoppers, spouting, etc., are all of iron. Mr. Stevens retired from the firm in August, 1877. The B. B. Vincent estate, with Murry Nelson, continued the business until the present corporation was formed, and are now the largest stockholders.

MUNN & SCOTT commenced business in 1856, under the firm name of Munn, Gill & Co. The style of the firm was changed, in 1858, to Munn & Scott (Ira Y. Munn, George L. Scott). Under this name the firm continued until the great fire of October 9, 1871. Soon after they were succeeded by the firm of George Armour & Co. During the fifteen years of the firm's existence, it ranked among the most enterprising and trustworthy, and their business grew to excel in magnitude that of any other house in the city. Their warehouses received grain from the Chicago & Alton Railroad, the Chicago & North-Western Railway, besides much from other railroads and the canal. The growth and extent of their business was: 1858 to 1862, one elevator, with storage capacity for 200,000 bushels, capable of receiving and shipping 30,000 bushels a day, and of shipping 75,000 bushels a day; 1863, three elevators, with aggregate storage capacity for 1,500,000 bushels, capable of receiving and shipping 165,000 bushels a day, and of shipping, when not receiving, 370,000 bushels a day; 1864-71, four elevators, with aggregate storage capacity for 2,700,000 bushels, capable of receiving and shipping 300,000 bushels a day, and of shipping 675,000 bushels a day.

NATHAN HENRY WARREN was born in Concord, Mass., on December 9, 1827, and attended the public schools of that vicinity until thirteen years of age, when he went to the Concord Academy, then kept by John and Henry Thoreau, the latter of whom afterward became well known as a naturalist, lecturer and writer. He remained at school until he was eighteen years of age, and then took charge of a farm which his father had purchased near the center of the town, and selected as a special branch of business the breeding of Ayrshire stock, then coming into notice as superior for dairy purposes. After the passage of the fugitive slave law by Congress, in 1850, the section of the law which imposed a fine of \$1,000 upon any person who should harbor, assist, or, when called upon, refuse to recapture, any fugitive slave, caused a deep feeling of opposition in Massachusetts, and Mr. Warren, with others, organized societies to assist fugitives. Until the War of the Rebellion, it was his duty, as conductor upon the Underground Railroad, to take to a secure place upon his premises, and keep until a party could be made up, such persons "fleeing from service" as arrived in Boston. These persons were forwarded from station to station until they reached Canada. In 1860, while serving in a "Wide Awake Club," Mr. Warren contracted so severe a cold that

a bronchial affection was the result, and for several years the question whether he could live on the coast of New England remained unsettled. In the winter of 1863, he went to Hilton Head, S. C., bought one of the abandoned plantations, which were being sold by the Government for non-payment of taxes, and tried the experiment of raising a crop of cotton. With regular weekly wages as the incentive, instead of the lash, the experiment was a success, and he sold the plantation in the summer of 1864, with a fine crop of cotton nearly ready to gather, and came to Arlington, Ill., where his brothers and present partners were then doing a grain and lumber business. It was decided to open a grain commission house in Chicago, which was done in April, 1865, under the firm name of N. H. Warren & Co., composed of N. H. Warren, Cyrus T. Warren and Charles C. Warren. There has been no change in the firm since that time. They commenced building grain elevators on the line of the Chicago, Burlington and Quincy Railroad in 1867, and, in 1872, built in Nebraska, and have continued doing so to this time. They have sold many of them, but their receipts of grain, principally from their own elevators, are about six millions of bushels a year. Mr. Warren has been twice married; first to Mary Prescott Barrett, in Concord, Mass., on April 26, 1849, and had the following children: Mary Elizabeth, Ella, George Henry, Alice and Charles. He was again married in July, 1879, to Mrs. Minerva T. O'Hara, and they have one child—Paul Livingston.

The working capacity of the elevators of the city were given in detail in the published reports for 1858 to 1863, inclusive, to which have been added estimates, based on that data, for succeeding years, in the following table:

YEAR.	Storage capacity, bush.	Capacity to receive and ship, per day, bush.	Capacity to ship, per day, bushels.	Aggregate* Amount of grain handled each year—bush.
1858.....	4,095,000	495,000	1,340,000	22,910,000
1859.....	4,055,000	545,000	1,385,000	18,195,000
1860.....	5,475,000	675,000	1,835,000	35,840,000
1861.....	5,915,000	675,000	1,795,000	51,545,000
1862.....	6,815,000	770,000	2,095,000	56,695,000
1863.....	10,010,000	1,110,000	2,520,000	56,819,000
1864.....	9,935,000	1,110,000	2,520,000	48,725,000
1865.....	10,055,000	1,110,000	2,520,000	53,555,000
1866.....	9,980,000	1,110,000	2,520,000	65,775,000
1867.....	10,680,000	1,150,000	2,670,000	57,130,000
1868.....	10,680,000	1,150,000	2,670,000	64,335,000
1869.....	11,580,000	1,290,000	2,800,000	60,285,000
1870.....	11,580,000	1,290,000	2,800,000	57,780,000
1871.....	11,375,000	1,260,000	2,840,000	81,360,000

GRAIN WAREHOUSING.—With the enormous increase in the volume of grain passing through the various warehouses, the business of the warehousemen increased in its importance, from year to year. With the gradual perfections of the system of inspection and grading, the warehouse receipts became as stable tokens of value as the bank bills that purchased them, and the responsibility of the warehousemen themselves came to be viewed as demanding as strict integrity, as accurate and unimpeachable business conduct, as the business of banking itself, and as involving even greater fiducial responsibility to the public. Indeed, the deposits of grain held in trust by these warehousemen often exceeded in value the money held in trust by all of the city banks. The warehouse receipts issued for grain were not, in their tenor, unlike certificates of deposit. An important element of difference, however, consisted in the fact that while the banker is, by consent of the depositor, free to use the funds left in his care, between the warehouseman and the storer of grain there is no such understanding; since the former received a specified sum for holding the property intact and ever ready for immediate delivery on payment of storage.

Nevertheless, under the somewhat crude State laws first passed for the regulation of the business, many and quite serious abuses grew up. Warehouse receipts for grain were issued by the warehousemen as soon as

the elevators were built and grain began to be stored; the grain belonging to different parties being stored in separate bins and delivered in kind. Under this custom, no two bins were likely to contain grain of similar quality, and it was impossible to ship a cargo (unless drawn from a single bin) which approached in kind or quality the uniformity of any modern grade. There also was a marked difference in the quality of "Standard" wheat, as drawn from the different elevators, and much trouble and vexation prevailed among the wheat dealers, which increased in proportion to the increase of the grain trade, wheat, from the many diverse varieties, qualities and conditions in which it came to the market, being always the most difficult to manage. Each warehouse had its own inspector, who was selected generally for his honesty and known skill as a judge of the quality of grain, more especially wheat. In fact, there were no uniform or well-defined grades of wheat recognized in Chicago prior to 1856. During that year, the Board of Trade made the first move toward establishing grades of wheat, by the separation of the three leading varieties into three standard grades, to be known as "White Wheat," "Red Wheat" and "Spring Wheat," which grades were defined as to the weight of a measured bushel and general condition. The warehousemen generally sanctioned this first effort to classify the grain, co-operating with the Board, of which many of them were members. But the variable standard of inspection at the different warehouses still remained a constant source of discontent and disagreement. There was no statutory law, at that time, which defined the standard, or enforced its strict adoption upon all alike. The action of the Board of Trade, being unsanctioned by law, was advisory only, and this the warehousemen were free to adopt or reject. The measure was too imperfect to remedy the evil, although it clearly pointed out the way. Things grew from bad to worse; the mixing of good wheat with inferior grades, prior to its delivery, became so common a practice among buyers and shippers, as to seriously degrade the market of Chicago, and to divert much of the better wheat to other points, whence it might reach Eastern markets through channels whereby the Chicago warehouses, and the prevailing lax inspection, might be avoided.

In 1858, a second and successful effort was made, through the joint efforts of the Board of Trade and the leading warehousemen of the city, to establish uniform grades. On May 1, 1858, the board of directors had under consideration the subject of reform in grain inspection, and presented a report to a meeting of the Board of Trade, in which they condemned the prevailing methods, as affording no uniformity and fixing no responsibility, recommending the employment of one chief inspector, with power to appoint deputies, subject to ratification by the directors. In consequence of this report, a committee was appointed to draft a new system of wheat inspection. The committee comprised Julian S. Rumsey, S. H. Butler and Charles S. Dole. They recommended the rejection of much of the wheat that had been, prior to that date, passed as "Standard," and proposed, after June 15, to make the inspection much more rigid than formerly; grading it as "Club wheat," "No. 1 Spring," "No. 2 Spring" and "Rejected." The assistance of the storage merchants in making the new rules effective was asked. This report was accompanied by an agreement, signed by the leading warehousemen, without whose co-operation the proposed reform would have been impossible, except through compulsory legal enactment.

* Exclusive of amount drawn from store by mills, and inclusive of amount remaining in store at the close of each year.

The Board of Trade passed resolutions establishing the grades as recommended, and designating June 15 as the date when the new system should go into effect. During the season, several changes were found necessary in the grades as first established. "No. 2 Spring" was changed to "Standard," and test weights of the different grades of spring wheat were defined. Subsequently, "No. 2 Spring" was re-established, as an intermediate grade between "Rejected" and "Standard."

The first chief inspector appointed was George Sitts. The first Committee on Inspection, under the new rules, comprised Julian S. Rumsey (president), S. H. Butler and C. S. Dole.

Up to the close of 1858, the new system applied only to such grain as was received by the various railroads. At that time the Board of Trade voted to extend the system to cover grain received by lake and canal, if put in store. There being no law to enforce the resolution upon the warehouses receiving grain from the canal-boats, large quantities continued, for years afterward, to go into store uninspected. The proportionate amount of the grain received and inspected under the new rules, from June 15, when they first went into effect, to December 31, 1858, as shown by the inspector's books, was as appears in the following tables :

WHEAT.

GRADE INSPECTED.	RECEIVED. BUSH.	SHIPPED. BUSH.
No. 1 White Winter.	112,800	151,568
No. 1 Red Winter.	634,800	572,853
No. 2 Red Winter.	360,600	329,222
Rejected Winter.	59,300	-----
Club.	2,100	38,079
No. 1 Spring.	189,200	354,265
No. 2 Spring.	2,120,500	2,059,399
Rejected Spring.	648,500	345,744
Total inspected.	4,127,800	4,712,030
Received by Canal and teams, not inspected.	1,564,553	-----
Shipped—inspection not reported.	-----	484,850
Total.	5,692,353	5,206,880

CORN.

GRADE INSPECTED.	RECEIVED. BUSH.	SHIPPED. BUSH.
No. 1.	1,148,400	2,978,757
No. 2.	801,900	1,082,808
Rejected.	551,100	394,947
Total inspected.	2,501,400	4,456,512
Received by Canal and teams, not inspected.	4,396,917	-----
Shipped and locally consumed—inspection not reported.	-----	1,921,452
Total.	6,898,317	6,377,964

OATS.

GRADE INSPECTED.	RECEIVED. BUSH.	SHIPPED. BUSH.
No. 1.	404,400	753,993
No. 2.	13,200	109,189
Rejected.	116,400	-----
Total inspected.	534,000	863,182
Received by Canal and from other sources, not inspected.	671,512	-----
Shipped and locally consumed—inspection not reported.	-----	74,595
Total.	1,205,512	937,777

RYE.

GRADE INSPECTED.	RECEIVED. BUSH.	SHIPPED. BUSH.
No. 1.	17,500	5,000
No. 2.	7,800	1,269
Rejected.	1,200	-----
Total inspected.	26,500	6,259
Received by Canal and from other sources, not inspected.	31,509	-----
Shipped and locally consumed—inspection not reported.	-----	1,310
Total.	58,009	7,569

BARLEY.

GRADE INSPECTED.	RECEIVED. BUSH.	SHIPPED. BUSH.
No. 1.	21,200	21,420
No. 2.	69,600	55,573
Rejected.	14,400	3,349
Total inspected.	105,200	62,342
Received by Canal and from other sources, not inspected.	73,400	-----
Shipped, or locally consumed—inspection not reported.	-----	2,119
Total.	178,600	64,461

The system of inspection thus became established in 1858, although it was many years before the grades were allowed to remain unchanged a sufficient time to be recognized and relied upon in Eastern and foreign markets.

In August, 1859, the grades of wheat were for the first time defined fully as to required quality, condition and weight, as now. The grades were re-established at that time, and were defined as follows :

No. 1 White Wheat: The berry to be plump, well cleaned, and free from other grains.

No. 2 White Wheat: To be sound, but not clean enough for No. 1.

No. 1 Red Wheat: The berry to be plump, well cleaned, and free from other grains.

No. 2 Red Wheat: To be sound, but not clean enough for No. 1.

Rejected Winter Wheat: Unsound and unmerchantable wheat, and to weigh not less than forty-five pounds to the measured bushel.

No. 1 Spring Wheat: The berry to be plump, well cleaned, free from other grains, and to weigh not less than fifty-eight pounds to the measured bushel.

No. 2 Spring Wheat: To be sound, but not clean enough for No. 1, and to weigh not less than fifty-two pounds to the measured bushel.

Rejected Spring Wheat: All unsound, unmerchantable spring wheat, and to weigh not less than forty-five pounds to the measured bushel.

The above standard remained in vogue until January 1, 1860, when the minimum standard weight to the bushel of No. 1 Spring was increased to fifty-nine pounds, and of No. 2 Spring to fifty-six pounds.

It would be uninteresting to trace the inspection through all the comparatively trivial changes that subsequently occurred. No sweeping revision of grades has been made since 1859, and the prescribed standards of weight, quality and condition established by the Board of Trade and warehousemen of Chicago, during that year, have remained the essential tests to this day.

Laws regulating Warehousing.—Prior to 1851, there was no law in Illinois relating especially to the warehouse business, and each warehouseman was "a law unto himself," subject only to the penalties provided by the

general statutes for the punishment of fraud or other business delinquencies or misdemeanors. In January of that year, the first special act to regulate the business was passed. It was designated "An act relating to Wharfingers and other persons, and to prevent fraud." It provided that no receipt should be issued for grain not actually in store, and none for money loaned; that no second receipt should be issued while the first was outstanding; that property in store should not be transferred without the consent of the party holding the receipt. Violations of its provisions were made felonies, punishable by a fine not exceeding \$1,000, and imprisonment in the penitentiary not exceeding five years; these penalties being in addition to the right of an aggrieved party to maintain a civil action for damages. For sixteen years, grain-warehousing was conducted in Chicago under the provisions of this law. At the time the law was framed, the storage and shipping of grain was the least important feature of the warehouse business, there being at that time only three elevators in the city, with an aggregate storage capacity of not to exceed 100,000 bushels. The total amount of wheat shipped was but 437,660 bushels. Warehouse receipts for grain were seldom negotiated or passed, as they afterward were when speculation became rife, and the grain was usually stored, each lot in a separate bin, for immediate shipment, or for the account of the owner until such time as he might choose to sell it.

In 1867, the second "Warehouse bill" was passed. During the period intervening between the passage of the first and second bill, the business had grown to be the most important factor in western trade. In place of the three small houses were seventeen elevators, with an aggregate storage capacity for 10,680,000 bushels, which were filled during the winter months with wheat, corn, rye, oats and barley, divided in the aggregate into twenty well-defined and distinct grades, for which the warehousemen had issued warehouse receipts, current in all the grain marts of the country, and which they were pledged to redeem, on presentation, in full weight and exact quality as called for in the receipt presented. They were the favorite collateral security for loans in the city, and were often held by the banks on deposit in amounts far exceeding their capital. No class of Chicago business men had more weighty responsibilities, or more important trusts, thrust upon them than the warehousemen, and it is but simple justice to state that none endured so severe a test with less stain upon their reputation. Nevertheless, sufficient abuses were apparent, both in connection with the warehouse business and among the members of the Board of Trade, to call attention to the inadequacy of the existing laws to regulate a business which had developed many entirely new features since they had been enacted, and had, in its magnitude and importance, so entirely outgrown them. The subject became a matter of serious discussion in the newspapers, on the Board of Trade, among warehousemen and throughout the whole business community. In response to the generally expressed public sentiment, that a complete revision of the laws for the regulation of warehousing was a necessity, the Legislature, in February, 1867, passed a bill known as the "Warehouse Act." It contained twenty-two sections, and embodied the provisions of the former law, besides containing a multiplicity of new regulations, skillfully devised to meet contingencies not contemplated at the time of the passage of the earlier act.

The new law was accepted, and observed without any notable attempt to evade its provisions, although many complaints were made against what was deemed

oppressive features. Among those thus condemned were: the forbidding of public warehouses to receive grain without inspection—considered an unwarranted interference with the property rights of citizens, since inspection was, in a manner, forced upon them by the alternative of being otherwise restricted or deprived of facilities for storage; the extreme and severe penalties prescribed for violations of the law, some of which were arbitrarily stated, leaving the courts no discretion in the matter. There was, however, contained in the act an attempt to prohibit entirely the evil of speculative trade in grain, which aroused the strongest opposition on the part of the speculative members of the Board of Trade, who, numerically, at that time, had control of the body. The obnoxious sections were treated as void and of no effect by many members, although some ineffectual efforts were made to prosecute offenders. As these provisions proved powerless to effect the desired reform (in some cases proving an actual hindrance to legitimate trade) and did not seem germane to a bill for the regulation of warehousing, the obnoxious sections were unconditionally repealed April 8, 1869. The law was not further amended until 1871.

The present Constitution went into force August 8, 1870. In this Constitution, warehouses were first recognized as of sufficient importance to come within the purview of the fundamental law, and several sections were devoted to the subject. In accordance with the spirit of this article in the Constitution, the Legislature, during the session of 1871, made a complete revision of the statutory laws concerning warehousing and the inspection of grain, and passed an act which took the entire control of the inspection of grain and the establishment of grades from the Board of Trade, and placed it under supervision of officers of the State, the whole warehouse business being put under the control of the same officers. The act was approved April 25, 1871, and went into effect July 1.

The great fire, which occurred on October 9, destroyed six out of the seventeen large elevators then in Chicago, besides a large part of the receipts for grain stored in those which remained. To rescue the business from the demoralization and confusion which ensued, an act was passed by the State Legislature, convened in special session, November 4, 1871, authorizing the delivery, by warehousemen, of grain stored prior to October 8, 1871, without the production of any receipt therefor, upon presentation of proof, under oath, that the receipt originally issued for the same was destroyed in the fire.

GRAIN-WEIGHING IN CHICAGO.—Before 1880, the method of weighing grain in bulk in this city, for transportation by rail to Eastern points, was in a very chaotic state, and gave rise to interminable disputes and complaints. There was, in fact, no arrangement for weighing grain not intended for the elevators, except such as the railroads themselves furnished. The railroad companies always weighed the cars, to obtain the basis for freight charges, and the dealer had no other data upon which to base his estimates than that furnished by them. The very wide margin for possible errors in their weight will be appreciated, when we consider the loose methods then in vogue among them, and the fact that they guaranteed nothing. They weighed the cars and contents for their own purposes, and buyers and sellers were welcome to take such figures as they had—or not; it was no affair of theirs. They were in the habit of weighing car after car, all coupled together in a train, as they ran them over the scales, and took the weight as marked upon the cars by the build-

ers for the tare. It might be correct—might not—no one knew; it was about so much—more or less. But the public got tired of such methods, and the board of directors of the Board of Trade, in conjunction with the Grain Receivers' Association, resolved to find a remedy. Honest John Wade had been the weigh-master for the Board of Trade since April, 1872, and a more capable man, or one more satisfactory to the general public, than he, could not be found in Chicago. He was known all over the country, east and west, and everywhere liked; so John Wade it must be, and he was unanimously requested to take supervision of the whole matter—first, of the grain sent east over the great propeller lines, and, afterward, to take similar charge of all grain sent east by railroads. He at once instituted the most radical and thorough reforms. Capable and trustworthy men were now employed by him to attend to each road, and the whole is under his own careful superintendency. The railroad scales were all taken out, tested, repaired, put into perfect order, and each road bound itself to keep them so under his direction. The cars are uncoupled and each one weighed separately, and after they are unloaded, the empty cars are again weighed, and John Wade's certificate, when issued, is the end of all dispute, and the basis for every transaction in grain of the character we have indicated. Everything is done with accuracy and dispatch, and business not only greatly facilitated, but placed upon a reliable and satisfactory basis to all parties.

JOHN WADE, Board of Trade weigher, was born at Ipswich, Essex Co., Mass., on October 23, 1823. He is the son of W. F. Wade, who was the treasurer of Essex County for fifty years. His grandfather was Colonel Nathaniel Wade, who was next in command to Benedict Arnold, at West Point, at the time of Arnold's desertion to the enemy on the discovery of his treason. It is related in the traditions of the family that Colonel Wade was out with Arnold to supper that very night, and when returning met an aide, who spoke in Colonel Wade's ear the one word "Beware." The family still retain the autograph letter of General Washington to the colonel, directing him to assume command until relieved by his superior officers. John Wade fitted for college at New Haven, but left school at the age of twenty, and took a clerkship in a wholesale cotton house in New York, where he remained for four or five years. After an interval of two years spent in Boston, he returned

to New York, and, in company with his brother, established himself in the grain commission business about 1850. In 1862, he came to Chicago, and opened an office in the same line, under the firm name of J. Wade & Co., and for some years was one of the heaviest, and at one time very much the heaviest, shipper in the city. For some years his annual shipment on Eastern account averaged several millions of bushels of grain, and at one time, before the fire, he sent forward one and a half millions of bushels in fifteen days. In April, 1872, he was appointed Board of Trade weigh-master for one year; and has been re-appointed annually ever since. His duties are in the nature of an arbitrator of disputes as to the weights of different lots of grain, etc., changing hands in the course of trade on the Board. Mr. Wade was united in marriage, at the old Park Street Church, to Miss Charlotte Augusta Dexter, daughter of Dr. Theodore Dexter, of Boston Mass. His children are John Wade, Jr., now in the commission business on his own account; Ella A. Wade; and J. Louise, wife of C. C. Swinbourne, cashier of the Corn Exchange Bank. When in New York, Mr. Wade united with the old Westminster Presbyterian Church, and has never transferred his membership, although he is an active attendant of the Sixth Presbyterian Church of this city. He is also an earnest member of, and worker in, the Citizens' League for the suppression of the sale of liquors to minors and drunkards. He donates liberally to the Chicago Relief and Aid Society and other charities, and is fully in sympathy and identified with every worthy enterprise in the city.

THE FIRST SUMMER PORK-PACKING was done in Chicago in 1858, by Tobey, Booth & Co. and by Van Brunt & Watrous. These firms stored up ice during the previous winter, and packed during the summer as follows: Van Brunt & Watrous, 25,826; Tobey, Booth & Co., 11,475—total summer packing 37,301 hogs. The experiment was looked upon with distrust by many packers and most provision dealers at that time. It proved, however, practicable, and to these two firms is due the credit of having successfully inaugurated this most important industry. Thenceforth, the hot weather ceased to be a restriction to the business, if it were otherwise feasible and profitable to continue packing during the summer months.

STATISTICS.

The following statistical tables show the extent of operations in grain, breadstuffs, provisions, farm products, etc., for a series of years:

TABLE SHOWING THE RECEIPTS AND SHIPMENTS OF BUTTER, SEEDS, SALT, LIQUORS AND HIGHWINES, AND COAL, FOR A SERIES OF TWENTY YEARS.

YEAR.	BUTTER—POUNDS.		SEEDS—POUNDS.		SALT—BARRELS.		LIQUORS AND HIGHWINES—BARRELS.		COAL—TONS.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
1852	1,327,100	—	618,080	12,853	91,674	59,333	7,441	16,242	46,233	1,441
1853	812,430	577,338	2,197,187	2,185,269	81,789	39,785	8,487	7,027	38,548	2,988
1854	2,143,509	609,449	3,047,949	2,109,532	169,556	91,534	17,331	8,013	156,775	5,068
1855	2,473,982	1,056,631	3,023,238	3,484,013	169,946	107,993	18,433	6,335	109,576	12,153
1856	2,668,938	297,748	2,843,202	2,828,759	175,687	83,601	30,000	6,266	93,020	16,161
1857	3,039,385	309,550	2,257,223	1,537,948	204,473	99,918	23,185	10,654	171,350	23,942
1858	3,166,923	512,833	4,271,732	4,027,846	334,997	191,270	38,664	28,007	87,290	15,641
1859	—	—	5,241,547	4,647,960	316,201	257,847	29,431	29,520	131,204	16,886
1860	—	—	7,071,074	6,055,503	255,148	172,063	62,126	65,223	131,080	20,364
1861	—	—	7,742,614	7,438,485	390,490	319,140	80,915	111,240	184,089	20,093
1862	—	—	8,176,340	6,165,221	612,003	520,227	61,703	100,170	218,423	12,917
1863	—	—	9,385,208	7,754,656	775,364	570,094	137,047	159,312	284,196	15,245
1864	8,819,993	5,927,760	10,186,781	11,782,656	680,316	483,443	102,032	138,644	323,275	16,779
1865	—	—	14,745,928	7,514,928	611,025	444,827	32,435	66,053	344,854	24,100
1866	7,492,028	5,200,865	13,618,858	13,316,210	496,827	452,537	60,202	65,995	496,193	34,066
1867	9,126,825	8,503,321	23,064,397	10,058,921	492,120	455,740	39,812	49,250	546,208	69,170
1868	3,816,638	2,920,230	25,503,180	15,870,050	686,357	524,011	61,933	69,535	658,234	83,309
1869	5,503,630	3,972,021	22,803,545	12,217,398	524,321	535,626	129,478	156,404	799,000	95,620
1870	10,224,803	5,398,361	18,681,148	6,287,615	674,618	571,013	165,680	176,508	887,474	110,467
1871	11,682,348	6,493,143	20,234,146	14,213,989	703,917	450,138	120,960	171,031	1,081,472	96,883
1872	13,231,452	11,049,367	—	—	—	—	—	—	—	—

HISTORY OF CHICAGO.

COARSE GRAINS.

YEAR.	CORN.				OATS.			
	Receipts. Bushels.	Shipments. Bushels.	Local consumption or left on hand. Bushels.	Opening and closing price for the year.	Receipts. Bushels.	Shipments. Bushels.	Local consumption or left on hand. Bushels.	Opening and closing price for the year.
1858	8,252,641	7,726,264	526,277	\$0 44- 56	2,883,597	1,519,069	1,364,528	\$0 25- 50
1859	5,401,870	4,349,360	1,052,510	58- 43	1,757,096	1,185,703	-----†	47- 34
1860	15,802,394	13,700,113	2,162,281	49- 30	2,108,889	1,091,698	1,107,191	35- 17
1861	26,309,089	24,372,725	1,997,264	30- 23	2,067,018	1,033,237	1,033,781	17- 18
1862	29,574,328	29,452,610	121,718	23- 41	4,668,772	3,112,366	1,550,406	18- 43
1863	26,611,053	25,051,450	1,560,203	41- 30	11,086,131	9,234,558	1,851,273	43- 66
1864	13,807,745	12,235,452	1,527,293	93-1 30	16,351,616	16,567,050	-----†	66- 65
1865	25,952,201	25,437,241	514,960	90- 87	11,659,080	11,142,140	516,940	65- 26
1866	33,543,061	32,733,181	789,880	45- 80	11,140,264	9,961,215	1,179,049	42- 48
1867	22,772,715	21,267,205	1,505,510	75- 87	12,355,006	10,226,026	2,128,980	42- 56
1868	25,579,800	24,770,626	799,868	*87- 81	16,032,910	14,440,830	1,592,080	56- 46
1869	23,475,800	21,586,808	1,888,992	†56- 79	10,611,940	8,800,646	1,810,294	46- 42
1870	20,189,775	17,777,377	412,398	72- 47	10,472,078	8,507,735	1,964,343	40- 40
1871	41,853,138	36,716,030	5,137,108	44- 41	14,789,414	12,151,247	2,638,167	40- 32

YEAR.	RYE.				BARLEY.			
	Receipts. Bushels.	Shipments. Bushels.	Local consumption or left on hand. Bushels.	Opening and closing price for the year.	Receipts. Bushels.	Shipments. Bushels.	Local consumption or left on hand. Bushels.	Opening and closing price for the year.
1858	71,012	7,569	63,443	\$0 50- 66	413,812	132,020	281,792	\$0 50- 65
1859	231,514	134,404	97,110	66- 75	652,696	486,218	166,378	68- 60
1860	318,976	156,642	162,334	80- 46	617,619	267,449	350,170	60- 43
1861	490,981	393,813	97,168	46- 32	457,589	226,534	231,055	43- 34
1862	1,038,825	871,796	167,029	32- 60	872,053	532,195	339,868	34-1 00
1863	865,508	651,094	214,414	60-1 02	1,280,342	946,223	234,110	1 00-1 35
1864	1,060,116	893,492	166,624	1 02-1 12	1,018,813	345,208	673,605	1 35-1 50
1865	1,194,834	999,289	195,545	1 12- 55	1,774,139	607,847	1,166,655	1 50-1 50
1866	1,079,541	1,444,574	234,967	55- 98	1,742,642	1,300,821	441,821	1 00- 72
1867	1,291,821	1,213,389	78,432	98-1 54	2,366,984	1,846,891	514,093	72-1 74
1868	1,523,820	1,202,941	320,879	1 54-1 10	1,915,056	901,183	1,003,873	1 74-1 55
1869	955,201	798,744	156,457	1 14- 75	1,513,110	633,753	879,357	1 55- 80
1870	1,093,493	913,629	179,864	75- 76	3,335,653	2,584,692	750,961	80- 75
1871	2,011,788	1,325,867	685,921	76- 73	4,069,410	2,908,113	1,161,297	75- 61

* No. 1.

† No. 2.

‡ Local consumption and excess of shipments drawn from surplus of previous year.

BREADSTUFFS.

YEAR.	WHEAT.				FLOUR.						
	Receipts. Bushels.	Shipments. Bushels.	Local consumption, or left on hand. Bushels.	Average price. Per bushel. §		Receipts. Barrels.	Manu- factured in Chicago. Barrels.	Total stock of flour. Barrels.	Shipments. Barrels.	Local sales, or left on hand. Barrels.	Average price per year. ||
				Winter.	Spring.						
1848		2,160,800		\$0 80--	\$0 70--				45,200		\$3 75- 4 00
1849		1,936,264		82--	66--				51,309		3 75- 4 00
1850		883,644		89--	78--				100,871		4 50- 4 75
1851		437,660		62--	65--				72,406		2 50- 4 00
1852	937,496	635,496	302,000	68--	40--	93,337	70,979	124,316	61,196	63,120	2 75- 4 25
1853	1,687,465	1,206,163	481,302	85--	60--	48,297	82,883	131,130	74,190	56,940	3 75- 5 25
1854	3,038,955	2,306,925	732,030	1 30--	1 09--	157,585	66,990	224,575	107,627	116,948	6 98- 7 48
1855	7,535,097	6,298,155	1,236,942	1 55--	1 31--	240,662	79,650	320,312	163,419	156,893	7 12- 8 14
1856	8,767,760	8,364,420	403,340	1 27--	1 05--	324,921	86,068	410,989	216,389	193,600	4 91- 6 26
1857	10,554,761	9,846,952	708,709	1 17--	93--	393,934	96,000	489,934	250,648	230,286	5 06- 5 06
1858	9,639,614	8,850,257	787,357	1 05- 1 10	57- 85	522,137	140,403	662,540	470,402	192,138	3 50- 4 75
1859	9,669,766	7,166,666	894,070	1 08- 1 06	81- 96	726,321	161,500	887,821	686,351	201,470	4 50- 4 80
1860	14,927,683	12,462,197	2,424,886	1 08- 02	1 00- 80	713,348	232,000	945,348	698,132	249,216	5 00- 4 40
1861	17,387,002	15,335,953	1,551,049	80- 75	80- 69	1,479,284	291,852	1,771,136	1,603,920	167,216	4 40- 3 75
1862	13,978,116	13,868,898	169,218	77- 1 03	71- 99	1,666,391	260,960	1,927,371	1,739,849	187,522	4 00- 5 00
1863	11,498,161	10,793,295	614,866	1 15- 1 16	1 00- 1 18	1,424,206	320,261	1,660,467	1,522,085	138,382	5 00- 5 50
1864	12,184,977	10,259,026	1,934,951	1 10- 1 81	1 18- 1 79	1,205,698	255,056	1,460,754	1,285,343	175,411	5 50- 8 75
1865	9,266,419	7,614,887	1,651,532	1 19- 1 31	1 19- 1 31	1,134,100	288,820	1,422,920	1,293,428	128,492	8 00- 8 00
1866	11,978,753	10,118,997	1,859,646	1 31- 2 20	2 20- 2 20	1,847,145	445,522	2,292,667	1,981,525	311,142	8 00- 12 00
1867	13,695,244	10,557,123	3,138,121	2 20- 2 07	2 20- 2 07	2,192,413	732,479	2,924,892	2,309,610	525,273	9 25- 6 75
1868	14,772,694	10,374,683	4,397,411	1 26- 86	2 20- 86	2,218,822	543,285	2,762,107	2,330,063	423,044	6 50- 5 25
1869	16,876,766	13,244,249	3,632,511	86- 1 09	1 12- 1 09	1,766,037	443,967	2,210,004	1,705,977	904,027	5 00- 5 75
1870	14,439,668	12,995,419	1,534,207	1 12- 1 22	1 12- 1 22	1,412,177	327,739	1,739,916	1,287,574	452,342	5 75- 6 75

† For the year 1858, and subsequent years, in this column the prices cited are the "opening and closing prices for the year," for "No. 1 Red Winter" and "No. 1 Spring," respectively. For the year 1859, and subsequent years, the first column indicates the "local sale or barrels left on hand," and the second column the "opening and closing price for the year, for Extra Spring."

PROVISIONS.

YEAR.	CATTLE AND BEEF.					
	Range of prices per 100 pounds.	Number received.*	Number shipped.	Number packed for the season. [†]	Number of local consumption, and on hand.	Range of price of mess beef, per barrel.
1858.....	\$2 00@ 3 50	140,534	42,638	45,504	52,393	\$11 00@12 00
1859.....	3 50@ 3 25	111,694	37,584	51,606	21,504	10 00@14 00
1860.....	3 00@ 4 25	177,101	97,474	34,624	45,003	8 00@12 00
1861.....	2 50@ 3 00	204,250	124,145	50,763	23,351	7 00@10 00
1862.....	2 50@ 2 50	200,655	112,745	59,687	36,223	8 50@12 00
1863.....	2 00@ 5 25	304,448	201,066	70,080	33,296	9 00@12 00
1864.....	2 75@ 0 00	338,840	253,439	92,459	-----	12 00@23 00
1865.....	2 50@10 00	330,301	301,637	27,172	1,492*	10 00@16 00
1866.....	3 00@ 8 25	384,251	268,733	25,006	85,904	8 00@22 00
1867.....	3 50@10 00	329,243	216,982	35,348	66,813	13 00@20 00
1868.....	3 00@ 9 50	323,514	217,897	26,950	78,667	12 00@10 00
1869.....	---@---	403,102	294,717	11,903	96,422	13 00@15 50
1870.....	2 50@ 8 00	532,064	391,709	21,254	120,001	10 00@14 50
1871.....	2 50@ 7 25	543,050	401,927	16,080	125,043	8 00@13 00

YEAR.	SWINE AND PORK.							
	RANGE OF PRICES.		RECEIVED.		SHIPPED.		Number packed during the season.	Range of price of mess pork, per barrel
	Live.	Dressed.	Live.	Dressed.	Live.	Dressed.		
1858.....	\$1 00@ 5 40	\$4 75@ 6 50	416,225	124,261	159,181	32,832	179,684	\$12 00@17 00
1859.....	4 00@ 5 75	4 50@ 7 25	188,671	82,533	87,254	22,992	151,330	14 50@19 00
1860.....	4 60@ 5 70	5 00@ 7 00	285,149	107,715	191,931	35,233	271,505	14 50@20 00
1861.....	4 25@ 2 35	5 00@ 2 75	549,939	126,863	216,982	72,112	505,601	9 25@20 00
1862.....	2 70@ 3 90	3 20@ 4 30	1,110,971	237,919	446,506	44,629	970,264	8 25@11 50
1863.....	3 90@ 6 00	4 30@ 7 10	1,666,813	350,055	752,151	110,039	904,659	11 00@18 50
1864.....	4 25@13 00	6 50@15 12	1,285,871	289,457	561,277	98,115	760,514	17 50@43 00
1865.....	6 50@13 25	9 75@15 00	757,072	92,239	575,511	69,034	507,355	22 50@38 00
1866.....	5 30@10 50	7 00@11 50	933,233	353,093	484,793	91,306	639,332	17 00@33 50
1867.....	5 20@ 7 50	7 00@11 25	1,696,689	260,431	760,547	156,091	796,226	17 00@24 50
1868.....	5 95@10 75	7 20@11 50	1,706,592	281,923	1,020,812	226,901	597,954	21 00@30 00
1869.....	7 50@12 25	10 00@15 50	1,661,869	190,513	1,086,305	199,650	688,140	28 00@33 75
1870.....	6 25@10 30	6 75@11 50	1,693,158	260,214	924,483	171,188	919,197	18 00@30 00
1871.....	3 10@ 7 90	4 37@ 9 00	2,380,083	272,466	1,162,286	169,473	1,225,236	12 00@23 00

* The receipts do not include the cattle driven in and disposed of to private butchers or otherwise outside the principal stock yards.

† The number given as packed is for each season, extending from March 31 to March 31.

The receipts and shipments are for each year, from January 1 to January 1, hence the apparent discrepancy, where the spring packing absorbed the receipts given, up to the preceding January.

TABLE SHOWING, FOR A SERIES OF TWENTY YEARS, THE RECEIPTS, SHIPMENTS, AND LOCAL INCREASE IN THE MANUFACTURE OF LEADING MEAT PRODUCTS.

YEAR.	BEEF. TIERCES AND BARRELS.		PORK. BARRELS.		PROVISIONS AND CUT MEATS. POUNDS.		LARD. POUNDS.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
1852.....	1,189	53,965	3,270	10,976	1,937,237	1,446,500	67,793	1,200,000
1853.....	207	64,499	11,250	29,809	8,993,903	9,266,318	888,568	1,847,852
1854.....	1,607	56,143	25,701	51,542	14,492,012	5,189,725	4,380,979	2,596,912
1855.....	12,427	55,790	29,265	77,623	9,628,445	6,401,487	471,062	1,803,900
1856.....	225	23,794	13,298	52,104	10,323,403	13,634,892	821,827	3,998,700
1857.....	481	44,402	8,918	30,078	6,252,228	3,463,566	2,170,200	-----
1858.....	695	49,530	26,570	80,859	8,007,064	-----	3,144,600	5,280,000
1859.....	6,223	123,932	24,533	92,218	6,700,612	9,272,450	3,916,251	7,232,750
1860.....	1,747	85,563	11,120	91,721	12,728,328	15,935,243	4,813,407	10,325,019
1861.....	3,113	50,154	32,495	65,196	15,254,013	59,748,388	6,841,940	16,400,822
1862.....	781	151,631	66,953	193,920	29,336,406	71,944,010	19,764,315	54,505,123
1863.....	2,866	137,302	97,113	449,152	36,756,281	95,300,815	25,683,722	58,030,728
1864.....	9,249	140,627	41,190	298,250	17,018,277	50,055,322	13,259,628	42,342,970
1865.....	19,791	103,064	53,198	284,734	10,866,118	55,026,609	7,501,805	28,487,407
1866.....	787	67,762	15,382	257,470	8,463,598	73,011,584	8,553,358	26,755,368
1867.....	3,475	84,622	35,922	176,851	14,693,707	82,325,522	11,030,478	27,211,525
1868.....	4,534	75,424	34,797	141,321	7,055,814	95,100,106	6,050,065	23,527,821
1869.....	1,478	48,624	45,248	121,635	29,930,202	86,707,466	6,804,675	17,278,520
1870.....	20,554	65,369	40,883	165,885	52,162,881	112,433,168	7,711,018	43,202,249
1871.....	53,289	89,452	68,949	149,724	39,150,899	163,113,891	17,662,798	61,029,853

The excess of shipments shows the increase in packing, from year to year. It does not, however, show the full amount manufactured, since no account is taken of the unknown amounts locally consumed.

LIST OF PERSONS AND FIRMS ENGAGED IN PACKING BEEF AND PORK, WITH NUMBER OF HOGS AND CATTLE PACKED BY EACH FOR THE SEASON OF 1858-59.

NAME.	CATTLE. No. Packed.	Hogs. No. Packed.	REMARKS.
R. M. & O. S. Hough	8,200	36,000	Built their first packing-house in 1850.
Cragin & Co.	15,000	30,014	Commenced packing in 1854.
Van Brunt & Watrous	750	25,454	Resided in New York. Bought the Milward packing-house, and commenced packing in 1858.
Jones & Culbertson	-----	15,000	Built packing-house in 1857. Commenced packing in 1858.
G. S. Hubbard & Co.	6,311	23,546	Commenced packing in 1834.
Tobey & Booth	-----	9,000	Commenced packing in 1852.
Leland & Mixer	-----	8,300	-----
George Steel & Co.	-----	3,581	Commenced packing in 1843.
G. & J. Stewart	-----	5,139	Stewart & Co. in 1857.
Thomas Nash	-----	-----	Came from Baltimore. First packed in 1857, renting the slaughter house on the South Branch built by Henry Milward.
J. G. Law & Co.	-----	2,500	Successors to Moore, Seaverns & Co., who had packed since 1854. They sold out to Law & Co. in 1858.
P. Curtis	-----	2,000	Packed with Andrew Brown in 1855.
Burt & Higgins	-----	1,000	Commenced packing in 1858.
Holden & Priest	-----	3,000	Succeeded S. Holden in 1858.
Andrew Brown & Co.	-----	9,000	Commenced packing in 1853.
Louis Richberg	-----	550	Commenced packing in 1858.
Smith & Son	-----	400	Commenced packing in 1858.
Reynolds, Lunt & Co.	-----	1,000	Prior to 1857, Reynolds & Hayward.
Noyes	-----	1,000	Commenced packing in 1858.
Tobey, Booth & Co.	-----	1,000	Succeeded O. H. Tobey in 1854.
Hayward, Bloomfield & Co.	4,300	1,000	Prior to 1857, Reynolds & Hayward.
Charles Silver	-----	1,000	Commenced packing in 1858.
A. Brown & Co.	4,800	-----	Commenced packing in 1853.
Clybourne & Co.	6,143	-----	In slaughter business since 1827. Commenced packing in fall of 1833.
Total	45,504	179,484	

TABLE SHOWING PRINCIPAL FIRMS ENGAGED IN PACKING BEEF AND PORK, WITH NUMBER OF CATTLE AND HOGS PACKED BY EACH FOR THE SEASON OF 1871-72.

NAME.	CATTLE. No. Packed.	Hogs. No. Packed.	REMARKS.
Allerton, Robertson & Co.	-----	28,349	Commenced in 1871.
Armour & Co.	3,812	68,033	Successors to H. O. Armour & Co. Established in 1867.
Botsford, H. & Co.	-----	83,602	Established in 1869 or 1870.
Chicago Packing and Provision Co.	-----	168,070	Succeeded Burt, Hutchinson & Snow. Established in 1866.
Culbertson, Blair & Co.	4,623	111,347	Successors to Jones & Culbertson. Established in 1857.
Hale, F. M.	-----	12,650	Commenced packing in 1871.
Hancock, John L.	1,892	61,183	Established in 1869 or 1870.
Higgins, George W. & Co.	-----	88,832	Successors to Burt & Higgins. Established in 1858.
Hough, O. S. & Sons	-----	32,345	Successors to R. M. & O. S. Hough. Established in 1850.
Kelley, Jacob & Co.	-----	25,728	Successors to Kelley Brothers. Established in 1868.
Kent, A. E. & Co.	5,753	133,487	Established in 1860.
Kriegh, D. & Co.	-----	45,424	Successors to Kriegh & Harbach. Established in 1860.
Libby, A. A. & Co.	-----	5,540	Commenced packing in 1871.
McKichan, S. & Co.	-----	28,546	Successors to McKichan, Quirk & Co. Established in 1864.
Mitchell, J. C.	-----	25,770	Successor to Turner & Mitchell. Established in 1862.
Morrell, John & Co.	-----	26,587	Commenced packing in 1871.
Murphey, B. F. & Co.	-----	37,167	Established in 1863.
Nash, John	-----	27,008	Successor to Thomas Nash. Established in 1857.
Nutting, S. S. & Co.	-----	5,763	Established in 1869 or 1870.
Oliver & Pierce	-----	8,506	Established in 1869 or 1870.
Perkins, Dapce & Co.	-----	20,250	Commenced packing in 1871.
Reid & Sherwin	-----	41,251	Established in 1862.
Ruggles, Crosby & Taylor	-----	29,963	Successors to Freeman, Ruggles & Crosby. Established in 1865.
Shoeneman, S. & Co.	-----	6,000	Commenced packing in 1871.
Tobey & Booth	-----	28,985	Established in 1852.
Williams & Davis	-----	17,620	Commenced packing in 1871.
Others packing less than 5,000 each	-----	48,150	
Total	16,080	1,225,236	

FEDERAL INSTITUTIONS.

MILITARY DIVISION OF THE MISSOURI.

The history of the Military Division of the Missouri extends to the early part of the year 1865, some four months prior to the close of the Civil War. It was established by general order No. 11 of the War Department, January 30, 1865, and, at that time, included the departments of the Missouri and the Northwest. Major-General John Pope was assigned to the command, with headquarters at St. Louis. On March 21, 1865, by general order No. 44 of the War Department, the Department of Arkansas and the Indian Territory was transferred from the Division of the West Mississippi to that of the Missouri, and on June 27, 1865, by general order No. 118 of the War Department, the Division of the Missouri was merged into the Division of the Mississippi, and placed under command of Major-General W. T. Sherman. The name of General Sherman's command was changed, August 6, 1866, to the Military Division of the Missouri, and comprised the Departments of the Missouri, Platte, Dakota and Arkansas. The State of Arkansas was taken from the Division March 11, 1867, and the State of Illinois and the post of Fort Smith, Arkansas, added to it March 16, 1869. Fort Smith was discontinued as a military station in June, 1871. On March 24, 1869, Lieutenant-General Philip H. Sheridan, who had been in command of the Department of the Missouri prior to its consolidation, with headquarters at Fort Leavenworth, Kansas, succeeded General Sherman in command of the Division. The Department of Texas was added to the Division November 1, 1871, and the Department of the Gulf January 4, 1875; and in June, 1875, the limits of the Department of the Platte were extended to include a portion of the Territory of Idaho, embracing Fort Hall, which has since been discontinued as a military post. The Department of the Gulf was taken from the Division May 1, 1877.

The headquarters of the Military Division of the Missouri were transferred from St. Louis, Mo., to Chicago, on April 1, 1869, and the designation of the department was changed from Department of Missouri to the Military Division of the Missouri October 27, 1883.

The first military headquarters were located in the Merchants' Building, at the northwest corner of LaSalle and Washington streets. There they were totally destroyed in the fire of 1871, scarcely a record being saved. After the fire, the headquarters were established at No. 566 Wabash Avenue, from which floated the first flag raised after the fire. From there, they were removed to No. 588 Wabash Avenue in the same year.

This sketch would be incomplete without extended reference to the life and services of the distinguished general whose fame, in a great measure, belongs to Chicago; whose fighting qualities were demonstrated in many of the hardest-fought battles of the war; who was contemporaneous with Grant, Sherman, and the bearers of other illustrious names, in the grandest historical epoch of our Nation's history; whose ardor and valor were ever ready to meet the expectations and sustain the plans of the great commanders. His "Ride to Winchester" is in-

delibly graven on the annals of his country, and his nobility of character is an endearing association to the hearts of his countrymen.

PHILIP HENRY SHERIDAN was born at Somerset, Ohio, March 6, 1833. His early years were passed in the pursuits common to the country lads of the neighborhood, and after a common country school education he entered the store of his brother as a clerk. After graduating from West Point, his history is one of constant and active military duty, and his promotions were rapid. He co-operated intelligently with Grant and Sherman all through the war, and always forced the fighting. He scourged and discouraged the enemy by sudden cavalry dashes in their rear, destroying their railroads and bases of supplies. The word "retreat" is not in his military history. He came up on a charge with ten thousand mounted infantry from his successes in the Shenandoah Valley, and was in at the fall of Richmond. His attack on Pickett's troops, which formed the extreme right of Lee's forces, proved a complete success in the decisive action at Five Forks. It was the first dash at Lee's lines, which were shattered and broken, which led up to the complete victory and the end of the Rebellion, in which all of the great generals participated.

The following is the official record, showing General Sheridan's military history: Cadet at United States Military Academy, West Point, from July 1, 1853, to July, 1853, when he was graduated and promoted in the army to Brevet Second Lieutenant of Infantry July 1, 1853; served in garrison at Newport Barracks, Ky., 1853; on frontier duty at Fort Duncan, Texas, 1854; LaPena, Texas, 1854; Turkey Creek, Texas, 1854; promoted to Second Lieutenant of the Fourth Infantry, November 22, 1854; served at Fort Duncan, Texas, 1854-55; in garrison, Fort Columbus, N. Y., 1855; on frontier duty, escorting topographical party from Sacramento Valley, Cal., to Columbia River, Oreg., 1855; Gakina Expedition, 1855; Fort Vancouver, Washington Ter., 1855-56; scouting, 1856, being engaged in the defense of the Cascades, April 28, 1856; Grande Ronde reservation, 1856; Fort Hoskins, Oreg., 1856-58; Fort Yamhill, Oreg., 1859-61; promoted to First Lieutenant Fourth Infantry, March 1, 1861; Captain of the 13th Infantry, May 14, 1861. Served through the Rebellion, 1861-66: As president of the Board for auditing claims, at St. Louis, Mo., November 18 to December 16, 1861; as chief quartermaster and commissary of the Army of Southwest Missouri, December 26, 1861, to March 12, 1862; in the Mississippi Campaign, April to September, 1862, being engaged as quartermaster of Major-General Halleck's headquarters on the advance to Corinth, Miss., April 18 to May 25, 1862; in command of brigade on raid to Booneville, Miss., as Colonel of 2d Michigan Cavalry Volunteers, May 28, 1862; pursuit of rebels from Corinth to Baldwin, Miss., May 30 to June 10, 1862, participating in skirmishes at Booneville, Blackland, Donaldson Cross Roads and Baldwin, June, 1862; action of Booneville, July 1, 1862; promoted to Brigadier-General United States Volunteers, July 1, 1862; in command of the 17th Division, Army of the Ohio, October 1, 1862, on the advance into Kentucky, being engaged in the battle of Perryville, October 8, 1862; march to the relief of Nashville, Tenn., October and November, 1862; in command of division in the Tennessee Campaign, Army of the Cumberland, November, 1862, and September, 1863, being engaged in the battle of Stone River, December 31, 1862; Major-General of the United States Volunteers, December 31, 1862, to November 8, 1864; pursuit of rebels under Van Dorn to Columbia and Franklin, capturing train and prisoners near Eagleville, March, 1863; Tullahoma Junction, June 24 to July 4, 1863; capture of Winchester, Tenn., June 27, 1863; crossing the Cumberland Mountains and the Tennessee River, August 15 to September 4, 1863; battle of Chickamauga, September 19-20, 1863; operations in and about Chattanooga, December, 1863; battle of Missionary Ridge, November 23-25, 1863; in occupation of East Tennessee, December, 1863; skirmish of Dandridge, January 17, 1864; in command of Cavalry Corps, Army of the Potomac, April 4 to August 3, 1864; Richmond Campaign, being engaged in the battle of the Wilderness, May 5-6, 1864; combat of Todel's Tavern, May 7, 1864; capture of Spotsylvania Court House, May 8, 1864; cutting of the Virginia Central and Richmond & Fredericksburg railroads; action at Beaver Dam, May 10, 1864; battle of Yellow Tavern,

May 11, 1864; combat of Meadow Bridge, May 12, 1864; actions at Hanovertown and Topotomoy Creek, May 27, 1864; battle of Hawes's Shop, May 28; action of Metadequin Creek, May 30; battle of Cold Harbor, May 31, June 1; raid toward Charlottesville and return to Jordan's Point on the James River; cutting the Virginia Central and the Richmond & Fredericksburg railroads; battle of Trevilian's Station, June 11-12; action at Tunstall Station, June 21; skirmish at St. Mary's Church, June 24; action at Darbytown, July 28; in command of the Army of the Shenandoah, August 4-7, 1864, and of the Middle Military Division, August 7, 1864, to March 25, 1865; Brigadier-General of the United States Army, September 20, 1864; battle of Opequan, September 19, 1864; battle of Fisher's Hill, September 22; battle of Cedar Creek, October 19; action of Middletown, November 12; Major-General of the United States Army, November 8, 1864; raid from Winchester to Petersburg, February 27 to March 24, 1865; destroying the James River and Kanawha Canal; cutting the Gordonsville, Virginia Central, and Richmond & Fredericksburg railroads; combat of Waynesboro', March 2, 1865; actions of North Anna Bridge, Ashland, and innumerable minor actions and skirmishes in the Richmond Campaign; in command at the battle of Dinwiddie Court House, March 31, 1865; Sailor's Creek, April 6; Appomattox Station, April 8; minor cavalry engagements in pursuit of the enemy, April 2-9; capitulation of Lee at Appomattox Court House, April 9, 1865; raid to South Boston, North Carolina, returning to Petersburg, April 24 to May 3, 1865; in command of the Military Division of the Southwest, June 3 to July 17, 1865; of the Military Division of the Gulf, July 17, 1865, to August 15, 1866; of the Department of the Gulf, August 15, 1866, to March 11, 1867; of the Fifth Military District (Louisiana and Texas), March 11 to September 5, 1867; of the Department of the Missouri, September 12, 1867, to March 27, 1869. It is not alone in General Sheridan's military history all interest in his character and pursuits lies. While a brilliant fighter, he is essentially a man of peace. He took up his home permanently in Chicago upon his accession to the command of the Division of the Missouri, after his visit to Europe, where, in company with Bismarck and Von Moltke, he witnessed the strategical and bloody actions of Gravelotte and Sedan in the Franco-Prussian War. His civil history is a record of good deeds; of many acts of charity, hidden beneath a becoming cloak of modesty; while his genial qualities attract and make friends of all who meet him. In the advancement and prosperity of Chicago, he early took a warm interest, and his public spirit has many times been of advantage to the prosperity of the city.

THE FEDERAL JUDICIARY.

The history of the Federal Judiciary in Illinois dates back to the year 1819, when, under an act of Congress passed in March of that year, Nathaniel Pope was appointed judge for the district including the entire State. Vandalia was then the capital of the State, and it was there that Judge Pope, with William H. Braun as clerk, held court and dispensed justice until January 4, 1838, when Springfield was named as the pivotal point of the Federal district. Judge Pope removed to Springfield, and remained on the bench until the date of his death, January 13, 1850, when Honorable Thomas Drummond, subsequently judge of the Circuit Court, was appointed by President Taylor to the vacancy occasioned by Judge Pope's death. By an act of Congress, passed February 13, 1855, the State of Illinois was divided into two judicial districts, the Northern and the Southern.*

THE SECRET SERVICE.

The Chicago branch of the Secret Service was established in the fall of 1869 by Colonel Hiram C. Whitely, then chief of the Service. Thomas Lonergan was the first agent in charge at Chicago, having been appointed in November, 1869, and serving for several years. In October, 1874, Elmer Washburne, of Chicago, was made chief of the Secret Service, under whom Charles D. Townsend, an appointee of Chief Whitely, served for a few months, and was succeeded by Patrick D.

Tyrrell as the operative at Chicago. Captain Tyrrell served until January, 1878, when he was succeeded by Captain Wallace H. Hall, who assumed the office August 10 of that year. The Secret Service agents are allowed assistance when extra services are required. The duties attaching to the division comprise looking after counterfeiters and detecting frauds upon the treasury. The agents also extend their services to the attorney-general of the United States in any investigations coming within the sphere of his department. The first Secret Service office in Chicago was in the Lombard Block on Monroe Street, between Clark and Dearborn, and since 1870 it has followed the other government offices to their various locations. The Chicago operatives have been of great service to the government in ferreting out the secrets of the notorious "whisky ring" in 1875; the "straw-bond" cases of James Baxter and others in 1878; and the famous Brockway-Doyle counterfeiting case in 1880, besides innumerable minor cases of counterfeiting and frauds upon the government. The agents were formerly obliged to act as special examiners of pensions; but the frauds in this department became so numerous that their detection consumed all of the time of the Secret Service agents, and this branch of the government detective service was transferred to the Pension Bureau, and a corps of special examiners of pensions created, with headquarters at Washington.

CAPTAIN WALLACE H. HALL, chief of bureau of the Chicago District of the Secret Service Division of the United States Treasury Department, was born in Farmington, Trumbull Co., Ohio, November 9, 1836, the son of Thomas E. and Sarah (Viets) Hall. His boyhood days were passed in his native village, where he attended the primary school, and afterward the Western Reserve Seminary at Farmington, finishing at that institution in 1858. For nearly two years following, he traveled in the East and South, and in 1860 went to the Pennsylvania oil region, the attention of the whole world being attracted to that locality by the discovery of petroleum. He made his headquarters at Titusville, and invested in oil and oil-lands as a speculator, until 1868, when he parted with his entire interests, and for six years remained in Western Pennsylvania as a hotel proprietor. At that time he began to do his first work in the Secret Service, and was assigned to different duties, principally at the cities of New York, Boston and Philadelphia. His present commission was issued to him from Secretary Sherman in 1878, and the same year he took charge of the Chicago District, which at the present time comprises the States of Illinois, Wisconsin, Minnesota and the Territory of Dakota. Since receiving his commission, Captain Hall has taken an active part in all the principal counterfeiting cases with which his department deals. His first work was to assist in running down the notorious Ballard family, consisting of four brothers—Tom, Ben, John and Bill Ballard, engravers and counterfeiters—who were all sentenced to the penitentiary. Tom, being the most skillful and dangerous, was sentenced by Judge Wallace, at Buffalo, in January, 1875, to thirty years in the penitentiary at Albany, N. Y., the others being sentenced to ten years each; as also was Oscar Finch, who operated with them. Captain Hall made a brilliant capture, at Chicago, of James B. Doyle, in October, 1881, he having in his possession \$204,000 in one thousand dollar counterfeit bonds. Doyle's sentence was twelve years in the Illinois Penitentiary at Joliet. Another celebrated capture was that of Dow Crockett, one of the desperadoes of Southeastern Missouri. Another notorious counterfeiter, who is now in the Missouri Penitentiary, is Fred. Diebusch, arrested in St. Louis in 1874, receiving a ten years' sentence, having, but a few months previous to his arrest finished a like term at the same prison. Captain Hall has been interested in the capture of many of the most celebrated criminals in the United States; and through his vigilance and unremitting labors, dangerous counterfeit plates, dies, and other paraphernalia have been unearthed and destroyed, and their makers and possessors punished. He took part in bringing to justice a large number of counterfeiters and plate-dealers in New York, among whom were Tom and Charley Condon, Ransom Warner, Ed. Griffin, Eli Fields, George Craver; in Philadelphia, Tom Morretti, Bill Robinson, alias "Gopher Bill"; and in Washington, Ben. Hallock, who, being a clerk in the Treasury Department, stole \$46,000 and was arrested in New York, tried and convicted at Washington, and sentenced to the Albany Penitentiary for four and one-half years. He was also a prominent motor in the case of the famous Winslow; whose arrest was of especial interest

* For the further history of the Federal Judiciary, see the chapter on "Bench and Bar."

on account of being president of the Scandinavian National Bank of Chicago, before its failure in 1873. Winslow was employed in the cash-room at Washington, and stole a package of money containing \$12,000, which was to be sent to the National Bank of Illinois, substituting a roll of tissue paper. Winslow was arrested, all but \$100 recovered, and he was sentenced to two years at Albany, his age and previous respectability mitigating his crime. At Pittsburgh, the conviction of Dr. Frank and George Conner led to the arrest of Miles Ogle, who served eight years, and was lately recaptured at Memphis, Tenn., with fresh counterfeit plates. Pettis Holland was arrested by Captain Hall's operatives in Tennessee; also the following prominent criminals: "Big Jim" Kennelly, Bill Petit, John Clark and John Hill of St. Louis; Aleck Murpo, of Nauvoo, Ill.; Charley Chambers, of Duluth; and Jim McGovern—who is now doing time at Stillwater, Minn.; also Jim Holden and Bill Martin, of Peoria; and a number of criminals of less importance, making a total of several hundred who have been sentenced from this district through the vigilance and unrelenting energy of this official. Mr. Hall was married in 1862 to Miss Harriet L. Andrews, of Centerville, Penn., who died in 1885. He has one son, William Lawry Hall, twenty years of age, who is also employed in the U. S. Secret Service, and is one of the most promising and efficacious operatives in that department.

THE CUSTOM HOUSE.

The Chicago Custom House is rated as the most important of all the local branches of the Federal service. An account of its earlier years, the making of Chicago a port of entry, and the re-appointment of William B. Snowhook as collector, on March 18, 1853, appears at length in the first volume of this work. Mr. Snowhook was the first collector of the port, receiving his appointment direct from President Polk; and when the Democrats again came into power, he succeeded Jacob Russell, who has served under the Whig administration. The Custom office was at this time in the Starkweather Building, on LaSalle Street, near Randolph. Collector Snowhook remained in office until July 10, 1855, when he was succeeded by Philip Conly, who retained the office until the advent of President Buchanan's administration, when, on March 31, 1857, Jacob Fry was appointed his successor. Mr. Fry assumed possession of the office early in May, and served until June 15, 1858, when he was removed, and Bolton F. Strother, a lawyer, was appointed in his stead. Collector Strother managed the office until after the inauguration of President Lincoln in 1861. The business of the Custom House in 1857 was greater than that of any other government department, the value of exports being \$1,585,096, the imports from Canada \$326,325, and the total duties collected on imports \$143,009.23. The collector of customs was formerly, ex officio, sub-treasurer, called a "depository," and had charge of all the government collections, being paid a percentage on the money handled. In 1854-55, the business of the port assumed such proportions as to demand much work in its management, and it was not until then that any clerical force aside from the collector and his deputy, were employed. Under Mr. Conly, Thomas J. Kinsella was deputy collector, and Frederick C. Russell under Mr. Strother. In 1866, four men performed the work of the office, but from that time forward it demanded extra force. On March 30, 1861, Julius White was appointed to succeed Mr. Strother as collector, but he resigned a few months afterward, to take the colonelcy of a regiment then formed in Chicago. From October 3, 1861, to March 9, 1866, the office was filled by Luther Haven, and from March 10, 1866, until June 30, 1866, the office was managed by Thomas J. Kinsella, as acting collector. During the last year of Collector Strother's management, the office was removed from LaSalle Street to the newly erected government building, at the corner of Dearborn and Monroe streets.

This building was known both as the Custom House and the Post-office. Portions of the site were purchased January 10, 1855, July 1, 1857, and January 26, 1865; the total cost being \$68,600. The contract price of construction was \$276,750, and the actual cost of construction \$365,694. The total cost of the building up to June 30, 1871, including alterations and repairs was \$505,618. It was almost destroyed in the great fire, only the walls being left standing. A short



POST-OFFICE AND CUSTOM HOUSE.

time prior to the fire, an appropriation of \$11,956 was made for furnishing the building. This building was 80 by 150 feet in area, three stories and sub-basement, built of stone. It faced Dearborn and Monroe streets, and on the other two sides there were open courts. The Post-office occupied the basement and first floors—the remaining floors were occupied by the Custom House and other departments.

Judge Walter B. Scates was collector from July 1, 1866 until June 30, 1869, and was succeeded by J. E. McLean, who served until July 17, 1872, when Hon. Norman B. Judd was appointed to the control of the department. In September, 1866, W. C. McElroy, of Baltimore, became deputy collector, and was succeeded by Charles M. Pullman as deputy.

Since 1869, the collector of customs has acted as the disbursing agent of the government, besides being the custodian of all public buildings in his district, including light-houses. In the latter part of 1871, or early in 1872, the United States Marine Hospital was taken out of his charge, and placed in that of the Surgeon of the Marine Hospital. In July, 1870, the "Immediate Transportation Act" went into effect, the law providing for immediate transportation of goods without appraisement at the port of entry. Prior to this, specific duties only were in effect, and not a great deal of skill was required on the part of the officials or employes to conduct the business of the Custom House. When the act went into operation the labor increased, and the work was of a character to demand careful and constant attention. Some forty employes were required, and the annual expenses of collection were upwards of \$55,000. The effect of the act was to require the same methods of business, and proportion-

ately the same number of employes, as the New York Custom House.

For the eleven months ending May 31, 1871, the schedule of warehouse transactions in the Chicago customs district were as follows:

Balance of bonds from last returns.....	\$ 65,352 00
Warehoused and bonded.....	755 56
Re-warehoused and bonded.....	504,954 00
Constructively warehoused.....	266,168 00
Duties paid.....	665,222 00
Withdrawals for transportation.....	12,053 00
Withdrawals for exportation.....	4,810 00
Allowances and deficiencies.....	149,198 00
Balance of bonds not due.....	81,516 00

The penalties and forfeitures collected from July 1, 1870, to March 31, 1871, amounted to \$4,159.

The number of merchant vessels and the tonnage in the Chicago Customs District, June 30, 1877, were as follows:

Sailing vessels.....	333	64,702.26 tons
Steam vessels.....	84	6,846.30 "
Unrigged vessels.....	233	23,735.39 "

Total..... 650 95,283.95 tons

The only lake ports at this date exceeding the customs tonnage at Chicago were Buffalo and Oswego, and their excess was derived from a greater number of unrigged vessels, such as barges and canal-boats.

John Hitt was appointed deputy collector under Collector Scates in 1867, and served under subsequent collectors in the same capacity. After the great fire, the Custom House business was transacted in temporary quarters in Congress Hall, a hotel at the corner of Michigan Avenue and Congress Street. Dry goods boxes were used in lieu of counters and desks, and Custom-house permits were made out on the printed menu cards of the hotel. After an experience of seven months in these cramped and inconvenient quarters, the business was removed to the Republic Life Insurance Company's building, in Arcade Court, the removal taking place May 2, 1872. There the Custom House remained until the completion of the new government building.

The annexed table shows by years the receipts at the port of Chicago from August 27, 1846, to June 30, 1871, an amount of duties on imports, tonnage duty, marine hospital collections, and the expenses of collecting the revenue from customs:

YEAR.	Duties.	Tonnage duty.	Marine Hospital collections.	Expense of collecting.
1847.....	\$ 21 75	-----	\$ 259 74	\$ 1,332 26
1848.....	1,104 90	-----	640 47	1,784 83
1849.....	2,045 26	-----	707 30	2,609 52
1850.....	4,256 07	-----	1,060 55	4,935 21
1851.....	1,924 48	-----	776 75	2,816 00
1852.....	10,610 85	-----	577 89	2,400 00
1853.....	110,875 46	-----	838 40	2,853 01
1854.....	332,814 28	-----	1,119 50	5,017 75
1855.....	573,921 75	-----	1,549 05	7,295 00
1856.....	295,195 00	\$ 372 50	1,826 50	11,971 83
1857.....	143,069 23	-----	2,151 97	14,536 00
1858.....	59,149 91	-----	1,598 64	14,097 11
1859.....	23,151 59	277 00	1,044 67	12,723 00
1860.....	68,919 53	-----	1,661 13	11,576 00
1861.....	48,149 35	-----	2,137 32	12,525 00
1862.....	21,628 14	-----	2,753 67	12,809 35
1863.....	65,950 59	9,760 13	3,432 16	12,317 45
1864.....	158,454 92	10,962 97	3,581 70	12,670 00
1865.....	127,931 74	28,066 60	3,910 02	17,213 00
1866.....	393,496 55	22,953 85	4,137 06	20,146 40
1867.....	511,681 89	32,842 78	3,703 55	31,585 40
1868.....	659,350 73	31,192 72	4,475 64	59,831 83
1869.....	883,837 71	32,859 67	4,179 50	70,019 82
1870.....	699,666 82	28,342 07	4,179 89	58,425 30
1871.....	727,664 51	7,922 93	4,384 42	65,942 00

The following table exhibits the imports of merchandise at the port of Chicago for the years ending June 30, 1856 to 1871, inclusive:

YEAR.	Direct from Canada.	Received in bond from other districts, under warehousing acts.	Total imports.
1856.....	\$ 277,404	No data	\$ 277,404
1857.....	326,325	No data	326,325
1858.....	222,930	No data	222,930
1859.....	93,588	No data	93,588
1860.....	60,214	No data	60,214
1861.....	77,348	No data	77,348
1862.....	62,129	No data	62,129
1863.....	134,204	No data	134,204
1864.....	322,352	No data	322,352
1865.....	311,455	No data	311,455
1866.....	1,095,585	No data	1,095,585
1867.....	355,790	No data	355,790
1868.....	344,174	\$ 1,110,508	1,454,682
1869.....	423,889	791,114	1,215,003
1870.....	735,894	951,947	1,687,841
1871.....	575,154	1,467,345	2,042,499

The value of merchandise exports from Chicago is taken from the record of direct and through business of the port for the following years:

YEAR.	Domestic.	Foreign.	Total.
1856.....	\$ 1,345,223	-----	\$ 1,345,223
1857.....	1,585,090	\$ 308 00	1,585,404
1858.....	1,713,077	-----	1,713,077
1859.....	1,269,385	-----	1,269,385
1860.....	1,165,183	-----	1,165,183
1861.....	3,522,343	-----	3,522,343
1862.....	2,303,275	-----	2,303,275
1863.....	3,544,085	-----	3,544,085
1864.....	3,529,034	-----	3,529,034
1865.....	4,590,350	-----	4,590,350
1866.....	2,636,539	7,936 00	2,644,475
1867.....	1,818,463	5,908 00	1,824,371
1868.....	5,052,062	-----	5,052,062
1869.....	3,742,256	-----	3,742,256
1870.....	2,611,678	1,394 00	2,613,072
1871.....	5,575,660	6,514 00	5,582,174

The number of vessels built, their tonnage, and the tonnage of vessels documented at the port of Chicago from August, 1847, to June 30, 1871, is given below.

YEAR.	Total number built.	Total Tonnage.	Registered Tonnage.	AGGREGATE.
1847.....	1	-----	-----	3,951.56
1848.....	1	-----	-----	10,488.62
1849.....	13	2,210.84	-----	17,332.43
1850.....	13	1,691.21	-----	21,242.17
1851.....	4	313.56	-----	23,103.45
1852.....	17	1,217.28	-----	25,209.30
1853.....	9	1,158.35	-----	27,015.75
1854.....	16	3,255.08	-----	31,041.04
1855.....	12	1,742.15	-----	50,972.00
1856.....	21	4,404.47	-----	57,407.30
1857.....	9	2,722.78	-----	67,316.92
1858.....	7	586.42	-----	67,001.23
1859.....	3	230.01	1,057.56	68,123.39
1860.....	-----	-----	1,624.00	77,192.05
1861.....	4	1,537.20	-----	85,743.66
1862.....	5	1,411.83	1,100.89	108,357.42
1863.....	85	9,783.18	1,385.59	125,298.76
1864.....	96	11,468.01	9,682.37	150,558.65
1865.....	34	3,521.07	4,223.31	171,220.55
1866.....	12	942.39	2,569.50	84,115.83
1867.....	36	1,866.22	521.91	94,814.14
1868.....	29	7,153.80	3,131.61	97,346.36
1869.....	16	2,346.03	2,079.65	101,066.22
1870.....	15	1,676.67	956.04	92,365.16
1871.....	12	1,771.49	494.96	93,423.98

STATEMENT OF DUTIES collected at Chicago, Illinois, during the fiscal years, 1857-71, inclusive:

YEAR.	AMOUNT.	YEAR.	AMOUNT.
1857	\$143,009 23	1865	\$ 127,931 74
1858	80,149 91	1866	393,406 55
1859	23,131 89	1867	511,081 89
1860	68,919 53	1868	650,380 73
1861	45,149 35	1869	583,835 71
1862	21,627 94	1870	691,066 82
1863	65,980 59	1871	827,964 81
1864	158,454 92		
		Total to 1871.	\$4,401,091 61

THE APPRAISER'S OFFICE. — The "Immediate Transportation Act" of July 14, 1870, providing for the immediate shipment of merchandise to inland ports, without appraisal at the port of entry, created the office of Appraiser at the port of Chicago. Dr. Charles H.

Ray, then the editor of the *Tribune*, was the first appraiser appointed, but he did not qualify and never served, being then attacked by the disease which in a few weeks resulted in his death. In August of the same year, Lincoln Ingersoll, an editor of the *Evening Post*, was appointed appraiser, and served one year. He was succeeded by Charles H. Ham, of the *Inter-Ocean*, who was subsequently removed by Secretary Bristow. In 1870, the value of merchandise passing through the appraiser's office was about \$700,000, and in 1871 and 1872, the amount exceeded \$1,000,000. The value has since increased proportionately with the growth of the business of the port; and at the date of this publication the value of merchandise appraised is upward of \$5,000,000 per annum.

SPECIAL AGENTS OF THE TREASURY. — There is a department in connection with the Custom House and appraiser's office similar, in many respects, to the secret service. The Secretary of the Treasury has a number of staff officers, called Special Agents of the Treasury Department, who are assigned to duty in the various customs districts, to exercise watchfulness over the acts of collectors and employés, to guard against undervaluation by appraisers, and to prevent smuggling. It was formerly the custom to detail these agents from eastern ports, to make flying visits of inspection to the West. From 1860 to 1869, Special Agent LeFevre, of the Detroit district had supervision over the port of Chicago. In the spring of 1869, Albert M. Barney was appointed special agent in charge, and stationed at Chicago. He served for three years,

THE INTERNAL REVENUE DEPARTMENT.

Perhaps no branch of the Federal service in Chicago has grown with such rapid strides, and assumed business proportions of such magnitude in a comparatively brief space of time, as the Internal Revenue Department. It grew out of the war taxation-measures, and was first established in this city in 1862, with George Schneider as collector, the date of his appointment having been August 28 of that year. Since then, the office has followed closely in the wake of the other departments, undergoing their fiery privations and inconveniences. Prior to July 20, 1868, a taxation of \$2 a gallon was collected from distillers in this district at stated periods, all such funds passing through the hands of the United States depositary at Chicago to the department at Washington. An act, brought into force at the date

named, for the special guidance of this district, imposed a tax of fifty cents per gallon, \$4 per barrel and \$2 for every twenty bushels of grain mashed. A later act, brought into effect in August, 1872, imposed a tax of seventy cents per gallon, to be paid by stamps bought of the Government, and affixed to the package; and on March 3, 1875, the rate was further increased, finally reaching ninety cents a gallon. Until July 20, 1868, inspectors of distilled spirits were paid in this district by fees direct from the distillery, the imbursements, however, being limited to \$250 per month.

This system was changed at the date mentioned, and the designation of "Inspectors" altered to that of "Gaugers," and leaving their compensation to the discretion of the Commissioner of Internal Revenue. They were first limited to \$7

per day; next, to \$6; and afterward, by law, to \$5 per day, such fees being paid monthly by the Government. This system is said to facilitate the correct workings of the force in this district, and prevents collusion between the gauger and distiller.

During George Schneider's four years' administration of the Chicago collector's office, the collections showed a steady increase, and the district gave promise of being one of the most profitable to the Government in the entire country. In 1866, General O. L. Mann succeeded Mr. Schneider, and retained control for about eleven months. The next collector was General John M. Corse, who served during 1867, when he was superseded by Colonel Edmund Juessen, who also served a year, and then made way for Herman Raster; who, in turn, after a year's service, terminated his connection with the office in December, 1869. The incoming collector was S. A. Irwin, who died in October,



EXTERIOR RUIN OF POST-OFFICE.

1875, and the balance of whose term was filled by I. F. Hoyt. All of the records of this department prior to 1871 were destroyed in the great fire, and the official figures were procured from the Internal Revenue Department at Washington. The expenses of assessing the revenue, which include payment of the gaugers, store-keepers, and the clerical force, for the year ending June 30, 1871, were \$68,122.96, and for the same period the expense of collections, including salaries and commissions, amounted to \$40,393.99. The collections for this year were \$7,269,582.79. The following were the annual collections, from the date of the establishment of the district up to and including 1871:

Fiscal year ending June 30, 1863.....	\$ 865,254 98
" " " " " 1864.....	3 739,478 21
" " " " " 1865.....	3,953,665 95
" " " " " 1866.....	7,095,203 40
" " " " " 1867.....	5,467,986 87
" " " " " 1868.....	3,998,315 33
" " " " " 1869.....	6,771,168 61
" " " " " 1870.....	8,395,131 87
" " " " " 1871.....	7,269,582 79
Total	\$47,561,788 01

The list of collectors, assessors and deputy collectors is as follows:

COLLECTORS.—George Schneider, appointed August 28, 1862, service expired July 15, 1866; O. L. Mann, appointed June 26, 1866, service expired July 31, 1868; John M. Corse, June 13, 1868, service expired May 3, 1869; Edmund Juessen, appointed April 19, 1869, service expired March 31, 1871; Herman Raster, appointed March 17, 1871, service expired April 30, 1872.

ASSESSORS.—Phillip Wadsworth, appointed September 5, 1862, service expired October 4, 1863; Peter Page, appointed October 5, 1863, service expired July 31, 1866; M. R. M. Wallace, appointed July 17, 1866, service expired April 30, 1869; J. D. Webster, appointed April 9, 1869, service expired May 20, 1873.

CHIEF DEPUTY COLLECTORS.—Samuel D. Ward, 1864-65; Frank M. Thomson, 1866-67; J. C. Wilson, 1868; William W. Bell, to August 1, 1869; Theodore F. Swan, balance of the year; Samuel A. Irwin, 1871 to April 30, 1872.

THE PENSION AGENCY.

The agency for the payment of pensions was established in Chicago on September 1, 1862. The agency was an offshoot of the Springfield Pension Agency, which was established in 1849. The growth of the pension rolls, caused by the war, made it necessary to have an agency for making payments to pensioners in Illinois at Chicago; one in Salem, established in 1864, for Southern Illinois; one at Quincy, established in the early part of 1866, for those living in that vicinity; as well as the original Springfield agency, which, after these changes, continued only with residents of Central Illinois. The first pension agent at Chicago was J. W. Boyden; the second, L. H. Davis; the third, Colonel C. T. Hotchkiss, who retired June 1, 1869, and was succeeded by General B. J. Sweet, who held the office until May 1, 1871, when David Blakeley, now of St. Paul, received the appointment. At the time of the great fire in 1871, all of the books, papers and records of this great agency were destroyed. The pension rolls were duplicated, however, from the rolls in the Pension Bureau, at Washington, and the office was revived in a wooden building on the lake front, where Mr. Blakeley ministered. The office was shortly afterward removed to No. 85 Dearborn Street.

THE UNITED STATES SUB-TREASURY.

The United States Sub-Treasury is comparatively a recent addition to the Federal service in Chicago. It was officially established in the early part of 1873, in response to the demand of the Chicago banks for a place of exchange, and to meet the increasing importance of Chicago as a money center. As early, however, as 1834, shortly after the establishment of the post-office, the Government land agents were made custodians of public funds, and compelled to render weekly accounts to the Treasury Department at Washington. In February, 1853, Congress passed an act which provided for the stationing of a United States Depository at Chicago, to receive Government funds, and be a place of exchange of moneys. E. B. Williams was given the first appointment as receiver, and established himself in the old Post-office, on Clark Street, between Randolph and Lake streets, where the Sherman House now stands. His weekly remittance to Washington seldom exceeded a few hundred dollars. In April, 1855, the office of receiver was abolished, and Philip Conly, then acting as collector of customs, was made the receiver of public moneys, in addition to his other duties. The succeeding collectors, down to Norman B. Judd, continued to act as custodians of the public funds. In 1861, the collector of the port was assigned an assistant, whose special duty it was to look after the funds of the dis-



INTERIOR RUINS OF POST-OFFICE.

trict, the assistant being accountable, however, to his superior, the collector. William Brooks was the head of this department from 1861 to 1864, when he was succeeded by H. H. Nash, subsequently cashier of the National Bank of Illinois, who remained in charge until February, 1873. The Sub-Treasury was located in the old Custom House and Post-office building, at the corner of Dearborn and Monroe streets. In the vaults, which were poorly constructed, over \$2,000,000 of Gov-

ernment funds were destroyed in the great fire. Of this, some little of the gold and silver, which was melted down, was recovered from the basement after the fire, and re-coined at the mint in Philadelphia. After the fire, the Sub-Treasury was established, for a time, in quarters near Wabash Avenue and Thirteenth Street, where a number of the banks had located. With the other Federal offices it was moved into the Republic Life Insurance Building, in Arcade Court, after the completion of that structure.

THE POST-OFFICE.

There can be no better criterion of the intelligence and the commercial and industrial activity of a people than their postal statistics. The history of the Chicago Post-office is a fair indication of development of business enterprise and resources, unsurpassed in the history of the country. The Post-office antedates any other local branch of the Federal service, and the character of its business makes its history of more consequence than even the important transactions of the Custom House. In a preceding volume, the interesting earlier history of the Chicago Post-office is given. The contrast between the Post-office of to-day and that of twenty-five years ago, affords us ample food for contemplation in the variance between the semi-weekly pony-post to and from St. Joe, in 1834, and the vast augmentation of business in 1857, when fifty-four clerks were required to handle the mails.

In the latter year the office was located at Nos. 84-86 Dearborn Street, and William Price, who was appointed March 18, 1857, officiated as postmaster. He in turn was succeeded by Isaac Cook, who had served in the same capacity in 1853, and was re-appointed by President Buchanan March 9, 1858. At this time the Government building at the northwest corner of Dearborn and Monroe streets, was in process of construction, the work having been commenced in the spring of 1855. From 1857 to 1860, the business of the office rapidly increased in volume, and when, in December, 1860, it was moved into the new building, the quarters were found none too large. Here the postal business of the growing city was conducted until the great fire of 1871. On April 22, 1861, Mr. Cook was succeeded by John L. Scripps,

John L. Scripps

who retained charge until his death in March, 1865. During the administration of Mr. Scripps the business of the office increased until a working force of over two hundred employés was required. Samuel Hoard was the next postmaster, the date of his appointment being March 19, 1865, and his administration was marked by a continuance of the unprecedented increase of business. The next postmaster coming into office was Colonel Robert A. Gilmore, who was appointed December 1, 1866, and held the office until his untimely death by drowning, on September 11, 1867. Frank T. Sherman was appointed to fill the unexpired term on September 14, and he continued in charge until April 30, 1869, when he made way for Colonel F. A. Eastman, who managed the affairs of the office until February 15, 1873.

Prior to 1865, the Chicago Post-office was a distributing center for all western and eastern mails, but the distributing work had gradually grown less up to date, by reason of the perfection of the railway mail service. In 1871, the volume of business had grown to enormous proportions; and in 1872, in the matter of registered letters alone there was an increase of 33½ per cent. over the preceding year. The total number of registered letters and packages sent and received was 591,391. The increase was proportionately great in the money-order division. In 1864 one man did all the work in this department, which was then just organized, while the orders for the quarter ending June 30, 1872, amounted to \$148,044.03, and the orders paid to \$732,935.12. For the year the sales of stamps and stamped envelopes amounted to \$176,876.44.

During Colonel Eastman's administration as postmaster the great fire of 1871 occurred; and the post-office made a hasty exit, and located in Burlington Hall, at the corner of State and Sixteenth streets, where the accommodations were found too limited for its vast business. A noticeable feature of this crisis was the preservation of the mails from destruction. The Post-office was not seriously threatened until 5:30 p. m., and at 8 o'clock it was entirely consumed; but not a letter or a paper was destroyed, not a mail kept back, and, so far as possible, not a delivery missed. All of the railway mail cars were called in by telegraph, and side-tracked; the sub-stations were organized as main deliveries for the three divisions, and collection boxes were speedily placed upon the street cars and in other convenient places. After the fire, the city was divided into 122 carrier districts, and there were, besides the chief and his



WABASH AVENUE METHODIST CHURCH, USED FOR POST-OFFICE AFTER THE FIRE.

assistants, 131 carriers and 27 clerks constantly on duty. Colonel Eastman lost upward of \$60,000 of property in the fire, but he ignored the discomfort of his family and himself in his duty to the public interests in his charge.

The Post-office remained in Burlington Hall until December 25, 1871, when it was removed to the Wabash Avenue Methodist Church, at the northwest corner of Wabash Avenue and Harrison Street, where it remained in comparative quietude until the second great fire of July, 1874. The rental of the church was \$20,000 a year. It was the only South Side building, directly within the line of the "right wing" of the first great fire, that escaped, with the exception of one house on Michigan Avenue. It was here that Mark Sheridan made his famous stand against the fire to save the church.

The annual statement of the business of the Chicago post-office for 1870 showed nearly 40 per cent. increase. In the matter of the sales of stamped envelopes alone the increase was \$23,585.96. The total receipts from this source for the year were \$626,273.97, and from the sales of stamps \$445,568.78. The increase in the money-order department was 50 per cent. over the previous year, the total transactions amounting to \$5,495,202.96, itemized as follows:

Number of orders issued 22,028, amounting to	\$ 455,270 12
Number of orders paid 143,357, amounting to	2,539,330 84
Received deposits from postmasters on money orders sold	2,506,602 00

The registered letters and packages received for mailing and distribution during the year was \$46,152, of which 74,261 were for city delivery. The number of papers and letters received from foreign countries was 1,281,613, and the number sent 2,116,560. The number of letters delivered from boxes and through the general delivery was 1,599,551, while the city carriers delivered 14,096,391 letters and papers, and collected 8,872,127. The total of letters collected and deposited in the office to be sent out was 25,844,524. Grand total received at Chicago office for distribution 57,510,700; total sent out from Chicago office, 83,928,580. The number of bags of newspapers and periodicals received was 223,600, making over 670,500 bushels. The number of letters returned to writers was 63,204, and number sent to the dead-letter office 99,087. There was 111,425 locked pouches and mail boxes received, and 129,575 dispatched. The business of this year made the Chicago office rank second to the New York office. Subsequently, the volume of office business was again reduced by the perfecting of the railway mail service. The following table shows the growth of the letter carrier system and the increase of revenue from local matter, by taking the work of January and July of each year from 1865 to 1871:

DATE.	No. Carriers.	Mail Letters Delivered.	Local Letters Delivered.	Papers, &c., Delivered.	Letters Collected.	Postage on Local Matter.
Jan'y, 1865.	35	75,928	9,195	11,796	65,867	\$ 737 29
July,	39	121,095	9,724	20,069	105,700	762 12
Jan'y, 1866.	44	248,427	22,333	42,448	191,104	1,046 01
July,	46	286,096	32,340	49,203	250,596	935 50
Jan'y, 1867.	51	333,139	41,102	70,066	292,537	1,347 67
July,	55	390,027	49,495	86,068	341,497	1,354 21
Jan'y, 1868.	60	450,149	83,083	98,945	400,095	1,886 28
July,	76	553,499	66,349	117,646	423,505	1,877 38
Jan'y, 1869.	86	666,687	80,697	136,598	498,995	2,021 94
July,	106	751,119	79,209	164,143	656,972	2,047 65
Jan'y, 1870.	96	825,356	106,815	174,294	676,289	2,812 08
July,	106	835,346	107,780	180,732	727,878	2,444 99
Jan'y, 1871.	106	949,791	120,654	192,415	803,669	2,806 12

The following list shows the names of the different postmasters with dates of their appointment and length of their term of service, from the first appointee in 1831 to 1871, at which latter date this volume closes:

Jonathan N. Bailey, March 31, 1831; John S. C. Hogan, November 3, 1832; Sidney Abell, March 3, 1837; William Stuart, July 10, 1841; Hart L. Stewart, April 25, 1845; Richard L. Wilson, April 25, 1849; George W. Dole, September 28, 1850; Isaac Cook, March 22, 1853; William Price, March 18, 1857; Isaac Cook, March 9, 1858; John L. Scripps, March 29, 1861; Samuel D. Hoard, March 9, 1865; Thomas O. Osborne, July 23,

1866; Robert A. Gillmore, November 16, 1866; Francis T. Sherman, August 27, 1867; Francis A. Eastman, April 25, 1869, to December 20, 1873.

RAILWAY MAIL SERVICE.—The history of the Railway mail service prior to the year 1864 is so largely traditional as to leave its origin somewhat in doubt. There are many truths, however, going to show that the first practical and successful introduction of railway post-office, or mail-distribution, cars, was at Chicago, June 9, 1864, and that Colonel George B. Armstrong, then assistant postmaster, had conceived this valuable system of expediting the distribution of the mail in transit several years before. Frequently, through ignorance or carelessness, and sometimes by design, mail matter was needlessly subjected to double and treble distribution, entailing delays of from twelve to thirty-six hours, and the expense of extra commissions then allowed by law to distributing post-offices. For years previous to 1860 there had been some distributions of mail on railways. July 28, 1862, William A. Davis prepared a car for the distributions of the overland mails on the Hannibal & St. Joseph Railroad, as shown by his letters to the Post-office Department of that date. The plan was similar to that elaborated, and urged upon the Department for general adoption, by Colonel Armstrong in 1864. In February of the latter year Mr. Armstrong went to Washington, and there secured the active co-operation of the Third Assistant Postmaster-General, A. N. Zeuley in his plans. It is claimed by rivals of Mr. Armstrong, whom he made his enemies while a clerk in the Mail Equipment Division of the Department at Washington in 1854, that he elaborated the idea of Henry A. Burr, the topographer of the Department. During the period from 1864 to 1869, the railway postal service was under the double superintendence of Colonel Armstrong and Harrison Park. Mr. Park had charge of all east of the east boundary of Indiana, with headquarters at Washington, and Colonel Armstrong of all west of that boundary, with headquarters at Chicago. The first railway post-office out of Chicago ran upon the Chicago & North-Western railway, between Chicago and Clinton, Iowa, in an apartment improvised for the purpose, June 9, 1864. A. F. Bradley, later of Maplewood, was chief clerk, and P. A. Leeward his assistant. Mr. Bradley assisted Colonel Armstrong in drawing plans for postal cars; and the arranging of letter-cases in angles, instead of half-circles, was Mr. Bradley's idea.

The Chicago, Burlington & Quincy was the next railway post-office route established out of Chicago; and there soon followed the Chicago & Rock Island, Chicago & Centralia, and Chicago & St. Louis. The Chicago & Green Bay, subsequently the Fort Howard & Chicago, was established May 1, 1867, and the Chicago & Dunleith, and afterward the Chicago, Freeport & Dubuque, about September 1, 1868. The Clinton & Boone route was established in the fall of 1866; the Boone & Council Bluffs September, 1867; the Toledo and LaFayette and the LaFayette and Quincy, September 1, 1868; the Cincinnati and St. Louis, October 5, 1869; the Omaha and Ogden September 1, 1870; the Detroit and Chicago, October 1, 1870; the Cleveland and Indianapolis October 12, 1870, and the Toledo and Chicago night line January 23, 1871.

The first printed scheme was issued at the office of the Beacon, Aurora, Ill., in September, 1878. During 1869, distributing post-office packages were gradually lessened, more mail was made up for roads, and newspapers were made up, none being sent to Chicago as a distributing office. Facing slips were used in this division in 1869, for the first time in the United States.

The first full railway post-office car in the United States was built by the Chicago & North-Western Railway, and placed upon the Chicago and Clinton line in March, 1867, and the first schedule of connections issued in the country was printed in the Chicago Postal Record in March, 1872. "Mail Catchers" service was established May 15, 1869. The first serviceable lamps used in railway mail-cars were imported from Germany in 1869 for George S. Bangs, by Gustave Kuene, of Fond du Lac, Wis., and were sold to railroad companies for \$7 each. The first examination of the work of railway postal clerks was at the Chicago post-office in the fall of 1868, and resulted in the removal of several inefficient employees.

When the service of the country was divided, that radiating from Chicago became the fourth division, and included Indiana and nearly all the Western and North-western States. The volume of business handled in the Chicago division is so tremendous as to almost be beyond accurate computation. Colonel Armstrong was called to Washington, and made superintendent of the entire system, in March, 1869, and George S. Bangs was made assistant superintendent, with headquarters at Chicago. After Colonel Armstrong's death, on May 5, 1871, Mr. Bangs succeeded him at Washington. George W. Wood succeeded Mr. Bangs at Chicago, and served until November 20, 1871, when Captain James E. White became the superintendent of the division.

HON. GEORGE BUCHANAN ARMSTRONG was born October 27, 1822, at Armagh, Ireland. His parents soon after came to the United States, and settled in Newark, N. J., where he received his elementary education. In 1833, the family went to Virginia, where he spent a few years in school, and then entered a large commission house as clerk, into which he was soon admitted as partner. He, at this time, made frequent contributions from his pen, under the pseudonym of "Geoffrey Willow," which attracted much attention, and secured for the author a wide and enviable reputation. He engaged in mercantile pursuits until 1850, when he received an appointment from the Government, and resided in Washington, D. C. On March 12, 1854, he removed to Chicago, and again entered into mercantile life, associating himself with Rufus Hatch, in the commission business, under the style of Geo. B. Armstrong & Co. He afterward entered into governmental service again, accepting the position of assistant postmaster, in Chicago; and here his mind gave birth to the Railway Mail Service, and put into practice the ideas which have resulted so successfully. At, or about, this time Colonel Armstrong was appointed a postal commissioner, to facilitate the transportation of army mails in the West and Southwest; and for his services to the soldiers in the field, Governor Richard J. Oglesby appointed him inspector-general, with the rank of colonel. In 1864, Congress authorized the establishment of an experimental postal route on the line then known as the Dixon Air-line, traversing the country between Chicago and Clinton, Iowa. The new service operated like clockwork, and it was but a short time before its inestimable value was apparent over the old route-agent service. To Illinois belongs the honor of being the State wherein the efficiency of the railway mail service was first demonstrated, and for a time the Railway Postal Service (as it was then called) did not extend beyond its limits. When Colonel Armstrong ascertained that his project was entirely feasible, he resigned his position as assistant postmaster in Chicago, a position which he had occupied for ten years, and was appointed special agent of the Post-office Department, with the title of Superintendent of Railway Postal Service, with his office in Chicago. It was gradually placed upon all the leading lines of the country, but it was not until A. J. A. Creswell was appointed postmaster-general that the full measure of its resources was realized. Mr. Creswell fully comprehended the utility of the service, and soon after his appointment summoned Colonel Armstrong to Washington for the improvement of the system. During President Grant's administration, in the year 1868, a bureau was created in the Post-office Department. It was designated the "Bureau of Railway Mail Service of the United States," and Colonel Armstrong was called as its chief. Colonel Armstrong worked unremittingly day and night to develop the great ambition of his life, and by his assiduous application to his bureau he sowed the seeds that were soon the cause of his death. His constitution, weakened by the constant and severe strain made upon it, finally gave way, and, after a few months of intermittent

illness, death overtook him on Friday, May 5, 1871. In 1882, the clerks in the Railway Mail Service erected a memorial monument, which adorns the northwest corner of the Custom-house square.

HARBOR IMPROVEMENTS.

As early as the year 1832, the port of Chicago had become of such importance as to demand Government aid for harbor improvements. The sum total appropriated up to the year 1871 was, however, insignificant, in comparison with the rapid growth and requirements of the commerce of the port. The first Government appropriation was made in 1833, and was expended in opening an outlet, protected by piers, from the Chicago River into the Lake; also the erection of a light-house on shore, and the building of an "angle" connected with the piers. A small light was placed at the extreme end of the North Pier, as then completed. Mr. Schlatter, the engineer in charge of the improvements, spent the winter of 1844-45 in repairing an old dredge-boat, to have it in readiness to dredge out the bar at the mouth of the river in the spring. His calculations were upset by the destruction of four dredge-boats, on which he depended for prosecuting the work; they were cast adrift and wrecked while on their way from Milwaukee, in tow of the steamboat "Champion." The boats were so rotten that their bolts drew out, their timbers parted, and they were speedily wrecked by going ashore near Grosse Point. The following April the engineer had orders to build two more dredge-boats. At this time he reported that the shore line north of the North Pier had made out one hundred feet since the year before, and that where there had been twenty-three feet of water at the head of the pier, silt had collected until there were but seventeen feet. Mr. Schlatter recommended the extension of the North Pier ninety feet, to overcome this difficulty. The "angle" mentioned was not completed until 1839. In January, 1845, the light at the end of the North Pier was the only protection to vessels navigating the Lake at the southern end. It was kept in good order. The light on the mainland had been discontinued for several weeks. All of the timbers for the pier work at this date were cut in the woods on the North Branch of the river, and floated down to the mouth in the spring freshets.

In the month of July 1849, Engineer J. D. Webster, who succeeded Mr. Schlatter, reported to the lieutenant-colonel of engineers plans for a larger and permanent light-house at the end of the North Pier. These plans embraced a foundation forty-four feet square, a base twenty-five feet in height; an iron framework, sixty-five feet in height; for foundations, sunken stone cribs, containing large rubble with small stone and gravel, to make the whole a compact mass; piles to be driven inside and outside of the piers; cut stone or heavy masonry for the base, beginning two or three feet below low water, and carried ten feet above; eight cast-iron columns for the light house frame; superstructure of cast-iron columns twenty feet in length; height sixty-five feet to deck of lantern; weight of iron work 75,000 pounds. This work was undertaken with an original appropriation of \$15,000. January 11, 1849, the Illinois Assembly passed an act to deed the light-house site to the Government, and the deed was signed November 27, 1849. In April, 1850, Engineer Webster proposed to overcome the difficulty of the constantly accumulating side bars of silt at the ends of the piers, by straightening the mouth of the river, getting a strong and regular current that would carry the deposits out into the Lake, making a single bar some distance out

instead of allowing one to form on each side, and leaving the entrance free and clear to the north and south. We quote his own words in this connection :

"I want a natural force to bring about a natural result, and I propose to assist nature rather than attempt to retard the tendency of the currents to form these obstacles to a clear entrance."

To do this, required some dredging, some cutting away of the inner banks of the river, and the curves of the piers were changed slightly ; but the improvements were eventually accomplished with beneficial and lasting results to the commerce of the greatest of lake ports.

In July, 1850, claimants to the accretions north of the North Pier put in an appearance, and they even laid claim to the pier itself, and the light-house as well ; but Mr. Webster maintained the right of the Government to the land, and protected the interests in his charge. In the spring of 1850, the city made an appropriation for dredging a channel through the north bar, and when this work was carried out, the first pier for the light-house foundations, which had been in course of construction, was safely floated to its anchorage at the head of the North Pier, and the light eventually finished, but the original plans were amended.

The following table shows the date of the various appropriations for river and harbor improvements, and the net expenditures for the years 1833 to 1871 inclusive :

DATE.	AMOUNT OF APPROPRIATION.	NET ANNUAL EXPENDITURES.
March 2, 1833	\$25,000 00	\$ 17,360 00
June 28, 1834	32,801 00	31,770 00
March 3, 1835	32,800 00	37,770 91
July 2, 1836	32,000 00	34,500 00
March 3, 1837	40,000 00	41,200 00
July 7, 1838	30,000 00	15,000 00
" 1839 (no appropriation)		15,000 00
" 1842		3,000 00
March 3, 1843	25,000 00	
July 11, 1844	30,000 00	21,305 59
" 1845		21,216 00
" 1846		9,475 61
August 30, 1852	20,000 00	2,607 46
" 1855		17,392 44
June 23, 1866	88,704 00	(1867) 40,000 00
" 1868		15,000 85
" 1869		32,000 00
" 1870		1,531 06
July 11, 1870	150,000 00	
March 3, 1871	100,000 00	130,172 20
Total	\$606,305 00	\$486,305 12
Surplus balance		\$119,999 88

THE ENGINEER OFFICERS assigned to duty at Chicago between the years 1857 and 1871 have been :

Colonel J. D. Graham, in charge of improvements of works on Lake Michigan, April 7, 1854, to April 14, 1864; station, Chicago, Ill., to August, 1854; Detroit, Mich., to April 14, 1864. Major W. F. Reynolds, in charge April 14, 1864 to October, 1864; station, Detroit, Mich. Lieutenant-Colonel T. J. Cram, in charge October, 1864, to August 3, 1865; station, Detroit, Mich. Lieutenant-Colonel L. Sigreaves, in charge August 3, 1865, to June 11, 1866, station, Milwaukee, Wis. Major J. B. Wheeler, in charge June 11, 1866, to February 11, 1870; station, Milwaukee, Wis. Captain A. Mackenzie, assistant to Major Wheeler, June 11, 1866, to November 10, 1868; station, Milwaukee, Wis. Lieutenant J. B. Quinn, assistant to Major Wheeler, September, 1866, to September 20, 1867; station, Milwaukee, Wis. Captain D. P. Heap, assistant to Major Wheeler, April 12, 1867, to February 18, 1870; station, Milwaukee, Wis. Captain J. W. Cuyler, assistant to Major Wheeler, November 10, 1868, to February 18, 1870; assistant to Captain Houston, May 18, 1870, to February 5, 1874; station, Milwaukee, Wis. Major W. E. Merrill, chief engineer on the staff of the Lieutenant-General commanding the Military Division of the Missouri, March 27, 1869, to May 3, 1870; in charge of improvements of harbor at Chicago, February 18, 1870, to May 25, 1870; station, Chicago, Ill. Major D. C. Houston, May 25, 1870, to July 14, 1874; station, Milwaukee, Wis., to April 1, 1871; Chi-

ago, April 1, 1871, to April, 1875. Captain A. M. Miller, assistant to officers in charge of harbor improvement on Lake Michigan, April 1, 1870, to August 12, 1872; station, Milwaukee. Major J. W. Barlow, chief engineer on the staff of the Lieutenant-General of the Military Division of the Missouri, May 3, 1870, to July 14, 1874; station, Chicago, Ill.

LIGHT-HOUSE KEEPERS.—The keeper of the first Chicago Light-House was Samuel C. Lasby, who was followed by William M. Stevens and John C. Gibson, respectively. William M. Stevens then again held the post a second term. Silas Meacham was appointed Light-house keeper by President Harrison in 1844, James Long by President Polk, 1845 to 1849. The official list of Light-house keepers appointed subsequently, with their respective term of service, is as follows: Charles Douglas, appointed by President Taylor, in 1850, was retained July 25, 1853. Henry Fuller, appointed October 30, 1853; full term. Mark Beaubien, July 29, 1855; removed in 1859. M. Walsh, October 8, 1859. John Lobstein, May 21, 1860; full term. Leonard Miller, December 6, 1866; removed in 1869. Charles H. Boynton, September 28, 1869; transferred, in 1874, to Grosse Point light. Charles H. Rann, April 9, 1874; resigned in 1875. Antony Hagen, June 23, 1875; full term. During the terms of the above keepers, the first assistant keepers were Joel Westhrach, Mrs. Emily Boynton, Amasa J. Boynton, Oscar B. Gædme, Amasa J. Boynton, Adilon Benoit, Charles F. Rann, promoted, and Antony Hagen, promoted.

JACOB HARRIS, one of the pioneer contractors and builders of Chicago, was born in the town of Seymour, Ontario, in 1814. His youthful days were spent in working on the farm in the summer and attending school in the winter. At the age of seventeen, he commenced an apprenticeship at the carpenter trade, serving three years' time, during which period he perfected himself in all the details of the business. In the spring of 1837, he made his way to Detroit, Mich., from which place he took a boat for Chicago, the passage occupying three weeks. His first employment in the city was upon the government pier. The following year he engaged in contracting and building for himself, which business he followed successfully for about thirty years. He erected a great many of our prominent buildings, prior to and after the fire—in fact, was closely identified with the growth of Chicago from the date of her incorporation as a village, in 1837, until the time of his death, in 1877. He held the office of alderman from the Fourth Ward under John Wentworth's administration. He was a member of Waubansia Lodge, No. 160, A. F. & A. M. His life was a busy and successful one, he having been one of the pioneer settlers who laid the foundation of this city of over half a million people.

LIFE-SAVING SERVICE.

The high winds and fogs of spring and fall, for many years prior to 1856, had been productive of much damage to shipping, and wrecks, accompanied by loss of life, were of frequent occurrence. In the spring of 1856, the Government sent a life-boat to Chicago, and it was placed in charge of the harbor engineer. The first boat was kept under Rush-street bridge, and, in case of service becoming necessary, volunteers were depended upon to man it. This boat was made to answer a variety of purposes, and was yet in fair condition, several years later, when the life-saving station was established, with Captain John Taylor in charge.

UNITED STATES MARINE HOSPITAL.

Next to the department of pensions, the United States Marine Hospital service is the most valuable and important of any of the Government beneficiary institutions. The thousands of sailors who are annually in need of medical treatment and hospital care have the satisfaction of knowing that they are not dependent upon bounty, but have paid for the service they require. The present hospital in the vicinity of Chicago is one of the largest, best appointed and most capably managed in the country.

In 1778, the first act was passed by Congress for the relief of sick and disabled seamen by the institution of hospitals expressly for them. In 1790, it was slightly modified and improved, and in 1843 it was made more comprehensive in its scope, by including as its

beneficiaries seamen who were employed in the coasting trade, the designation coasting trade being construed so as to include those who were navigating rivers and inland waters. The hospital fund, from which the expenses of the various marine hospitals are paid, is derived from a tax of forty cents per month

collector of the port, May 15, 1852. It was mainly due to the efforts of the Hon. John Wentworth in the Congress of 1848 that the first appropriation for the building of the hospital was secured. On September 5, 1864, the hospital and site was sold at auction to James F. Joy, for the Michigan Central Railroad, for \$132,000.



THE MARINE HOSPITAL, LAKE VIEW.

levied upon all seamen employed "on board registered steamers and other vessels belonging to the United States, engaged in foreign trade; and all steamers, and other vessels, including boats, rafts and flats, licensed to carry on the coasting trade, except canal-boats without masts or steam power." The first Marine Hospital of Chicago was built upon the old parade-ground of Fort Dearborn reservation, the ground being set apart for this purpose about the year 1848, the building and enclosure being completed March 15, 1852, and first occupied in May of that year. Up to the fiscal year ending June 30, 1861, the total amount paid on account of the hospital was \$57,712, and during the war the rule, that none but sailors should be received there, was impinged, for patriotic purposes, by the admission and treatment of soldiers. The boundaries of the old hospital lot were Michigan Avenue on the west, the Illinois Central Railroad on the east, a part of the Government reservation on the south, and the river and dockway on the north. Work on the building was delayed in the summer of 1849, owing to the prevalence of the cholera, but the basement was finished in the fall of that year. J. D. Webster, the harbor engineer, was the disbursing agent, and John H. Kinzie acted as banker for the Government.

On the Congressional appropriations for the year ending June 30, 1852, there was an item of \$4,712 for the completion of the Marine Hospital at Chicago. The hospital was formally turned over to Jacob Russell,

On September, 1867, the present hospital at Lake View was commenced. The old hospital building was destroyed in the great fire of 1871. During the maintenance of the hospital, over seven thousand patients were treated. The hospital was organized by Dr. Ralph N. Isham, who had charge of it during General Grant's administration. The various physicians in charge were Drs. William B. Herrick, Charles A. Helmut, Daniel Brainard, Brockholst McVickar, Daniel

D. McVickar

Brainard (2d term) and Ralph N. Isham. In 1868, Congress appointed a commission to select a site for a new hospital. An available site was secured at Lake View, on high ground overlooking the lake, and the Government purchased ten acres here. Work on the new building was begun in 1869, and it was completed in 1872, at a cost of \$452,000. Competent judges say the building could not now be reproduced for the same money. The structure comprises a central building and two wings, all four stories and basement in height. The entire building is built of Lemont stone, and handsome stone porches grace the various fronts. The main building, which is 350x60 feet in area, contains

the offices, executive departments, dispensary, and administrative department. The wings each contain three wards, accommodating twenty patients to each ward, and they are thirty feet wide, interior measurement. The building was re-fitted in 1879, under the supervision of Dr. Truman W. Miller, at a cost of \$45,000.

BROCKHOLST MCVICKAR, M.D., was born at New York City in the year 1810, son of Archibald McVickar. His early education was obtained from private tutors under direction of his father, a man of learning; his academic tuition at Columbia College (Reverend and Professor John McVickar, of this college, was his uncle), and his medical training and diploma as doctor of medicine from Fairfield Medical College. After receiving his degree as Doctor of Medicine, he commenced practice at Trenton, N. J., entering the office of Dr. Guiteau, and while there married Miss Anna Sophia Mappa, the descendant of an old Knickerbocker family. After practicing in various eastern cities for some time, he came to Chicago in 1848, and entered into partnership with Dr. Philip Maxwell, and subsequently, in the year 1850, was associated with Dr. Levi D. Boone. Dr. McVickar was the first city physician under the primitive board of health, was surgeon of the Marine Hospital, surgeon of the Army Hospital, at Chicago, in 1863, surgeon of the Chicago & Alton Railroad, and member of the board of health for a number of years. He died at Buffalo, N. Y., the birthplace of his son, Brockholst L. McVickar, on October 14, 1883.

WILLIAM J. MAYNARD, M.D., was born at Ann Arbor, Mich., August 16, 1844. He received his primary education in the public schools adjacent to his birthplace, and subsequently entered the University of Michigan, at Ann Arbor, and graduated from its classical department in 1865. He then entered the Department of Medicine of that University, from which he was graduated in 1867; supplementing this with a year's study in Rush Medical College, from which institution he received the degree of Doctor of Medicine in 1869. He then engaged in general practice in this city, giving special attention to diseases of the skin. From 1869 to 1871 he was resident physician to the Marine Hospital. He is now Professor of Dermatology in the Woman's Medical College; attending physician to the Central Free Dispensary; a member of the Chicago Medical Society, of the Illinois State Medical Society, and of the West Side Pathological Society. He was married in December, 1873, to Miss Maria Wicker, daughter of Joel C. Wicker, of Chicago, by whom he had one child—John Wicker Maynard. Mrs. Maynard died in August, 1875. In September, 1883, Dr. Maynard married Miss Nettie Hadley, of Albany, N. Y.

TRUMAN WASHINGTON MILLER, M.D., surgeon of the Marine Hospital Service, is a native of Seneca, N. Y., and was born on March 2, 1840. He received his early education in the preparatory and high schools of Waterloo, N. Y. In 1857, he matriculated at Hobart College, at Geneva, N. Y., remaining through the junior year, and then attending two full courses in the College of Physicians and Surgeons of New York City, and in 1862 he graduated as M.D. from the Geneva Medical College, New York. At the breaking out of the civil war, he entered the regular army as a medical cadet from New York State. He occupied this position for one year. In 1862, was appointed Acting Assistant Surgeon, U.S.A., and assigned to duty with the Army of the Potomac, with which he remained until after the battle of the Wilderness, when he was transferred to Chicago on account of ill-health, and assigned to duty as post-surgeon and examining surgeon, which offices he filled until the close of the war. He was then (1865) re-appointed examining surgeon for the recruiting service of the army, which position he held for four years. During this period he also was physician for Cook County, for two years, medical inspector of the Board of Health of Chicago, and medical director of the Mutual Life Insurance Company of Chicago. In 1873, he was appointed assistant surgeon of the United States Marine Hospital Service, and in 1877, was promoted surgeon and assigned to duty as surgeon-in-charge of the Marine Hospital at this city. In 1878, he was made medical director for the northwest of the Continental Life Insurance Company, of Hartford, Conn., and consulting surgeon of this district for the Mutual Life Insurance Company of New York. From 1873 to 1878, he was surgeon of the 1st Regiment, Illinois National Guards. Dr. Miller is a member of the Grand Army of the Republic, and in 1880-81 was surgeon-general of the same for the Northwest Encampments. He now fills the positions of surgeon for the Western Indiana Railroad, Chicago & Grand Trunk Railroad, North Chicago City Railroad, one of the surgeons of the Cook County Hospital, surgeon-in-chief of the Maurice Porter Memorial Hospital for Children, and surgeon-in-chief of the Augustana General Hospital. He is also a member of different City, State and American medical associations, and one of the judicial council of the latter. Dr. Miller came to Chicago in

1866, and has resided in Lake View since that date. On April 15, 1864, he married Miss Leonora Edson, daughter of Robert Edson, one of the early settlers of Lake View, and has two children—Emily E. and Flora E.

DIPLOMATIC RELATIONS.

A chapter on the diplomatic relations of Chicago has never before been written, yet not less than thirteen foreign governments are represented here by Consuls, Vice-Consuls and Consular Agents. The first representative of a foreign power at Chicago of whom there is any record in the files of the Department of State at Washington, was Henri Enderis, consul for Switzerland, who received his appointment in October, 1864, and was recognized by the Government of the United States, on December 19 of the same year. He served until September 25, 1865, when he was succeeded by Louis Baerlin as vice-consul, who, in turn, was followed, in 1880, by Theodore Schintz. The next establishment of a consulate at Chicago on record was that of Belgium—J. F. Henrotin being recognized as consul by this government May 27, 1865. In 1868, two consulates were established: Emil Dreier being recognized as vice-consul of Denmark, March 24, and Giovanni L. Cella, as consular agent for Italy, July 6. During the following year, William E. Daggett was appointed consul for Turkey, and H. Clausenius for the Kingdom of Prussia. After the confederation of the German Empire, in 1871, Mr. Clausenius was re-appointed to represent the German Government.

The rapid increase of the emigration from foreign countries to the Northwestern States in 1870, and during the succeeding years, rendered necessary the appointment of a number of consuls, to protect the interests of those who owed allegiance to the governments of their native lands. One of the principal duties of the consular representatives of foreign governments at Chicago, is to exercise a watchful care over, and extend needed assistance to, the citizens of the governments by which they are accredited—the preparation and acknowledgment of business and legal documents being a duty less frequently demanded. At the same time, as the business agent of his government, the consul is expected to watch, and (as far as may be needed) exercise supervision over, the trade between his home government and the Northwestern States.

All consulates at Chicago are sustained by fees, with the exception of that of Germany, to which is attached a salary of twenty-four thousand marks, or \$6,000. It is the most important of any, owing to the large German population of the Northwest; the Austro-Hungarian ranking second. These two consulates cover all territory westward from Cincinnati to the Pacific slope, with the exception of Indiana, Michigan, Wisconsin and Minnesota. The former State is included in the Cincinnati district, and the latter three in that of Milwaukee. Most of the other Chicago consulates cover practically the same territory, though some of the governments represented here have no agents at Cincinnati; in such cases, the Chicago consul is the only one between New York and San Francisco. The annexed statement shows the governments having consular representatives at Chicago, names of consuls, the date of their recognition and the duration of their respective terms of service.*

SWITZERLAND:—Henri Enderis, consul, December 19, 1864; Louis Baerlin, vice-consul, September 25, 1865; Theodore Schintz, vice-consul, December 27, 1880.

* Where no changes are noted, none occurred between date of appointment and the year 1885.

BELGIUM:—J. F. Henrotin, consul, May 27, 1865; Charles Henrotin, consul, December 4, 1876.

DENMARK:—Emil Dreier, vice-consul, March 24, 1868; Emil Dreier, consul, February 21, 1882.

ITALY:—Giovanni L. Cella, consular agent, July 6, 1868.

TURKEY:—William E. Daggett, consul, April 16, 1860; Charles Henrotin, consul, April 14, 1877.

NETHERLANDS:—J. P. V. Dorsselen, consul, April 13, 1870; L. J. J. Nieuwenkamp, consul, February 4, 1876.

SWEDEN AND NORWAY:—P. Svanöe, vice-consul, October 24, 1871.

GERMANY:—H. Clausenius, consul, October 24, 1871; Friedrich Hinkel, consul, June 1, 1877; Dr. F. Meier, acting consul, April 7, 1885; M. Raschdau, consul, in July, 1885.

GREAT BRITAIN:—James Warrack, vice-consul, November 27, 1871; John Dunn, vice-consul, April 12, 1882.

FRANCE:—Edmond Carrey, vice-consular agent, December 18, 1873.

AUSTRO-HUNGARY:—Albert Pick, consul, November 5, 1875; H. Clausenius, consul, February 18, 1878.

VENEZUELA:—David V. Whiting, consul, November 10, 1882.

MEXICO:—J. A. Vargas, consular agent, January 1, 1885.

Among all the foreign representatives there were none more noted for kindly and generous instincts, and efficiency as a diplomatic agent, than Dr. Henrotin, who first represented the Belgian government at this point.

DR. JOSEPH FORTUNAT HENROTIN was born at Tellin, Belgium, in 1811. He was the son of Dr. Clement Henrotin, an eminent Belgian physician, who practiced his profession in the province of Luxembourg for sixty-five years. Dr. J. F. Henrotin pursued his elementary studies in his native town; his professional education being obtained at the University of Liege, Belgium, from which institution he graduated, with the highest honors, at the early age of twenty-two. After three years of practice in the leading Belgian hospitals, he received a commission as surgeon in the army, he being then but twenty-five years of age. The revolution of 1848 having involved the continent of Europe in a general war, Dr. Henrotin, accompanied by his family, emigrated to the United States, arriving in Chicago during the autumn of that year. The date of his arrival was opportune, not only for himself, but for the hundreds who were soon to need his professional services during the progress of the terrible cholera scourge that soon followed. No physician, of those days of anxiety and anguish, did more to alleviate the sufferings of this city's stricken inhabitants, nor was any more successful in his combat with the terrible plague, than Dr. Henrotin. Day and night were alike to him when duty called; he recognized no distinction of social position or of wealth; and in his unremitting labors he probably visited more cholera-stricken patients than any other medical practitioner in Chicago. The German residents of the North and West sides were particularly the objects of his solicitude, and from them he received the sobriquet of the "French doctor." No man stood higher in their esteem than did he; his devotion to them was as deep as his charity was all-embracing. His sacrifices, however, did not go unrewarded, for, after nine years of professional labor, he had acquired a considerable fortune, and, in 1856, he returned to Belgium, accompanied by his family, which at that time consisted of his wife, Adèle, and seven children. In 1857, having been appointed, by royal decree, Belgian consul for the Northwestern States, he returned to Chicago, leaving most of his children at school abroad. In 1858, he was commissioned by the Belgian government to make a thorough inspection of the States of Illinois, Wisconsin and Minnesota, and report upon their suitability for Belgian immigration. So thorough was his investigation, and so complete and admirable was his report, that he was honored by a formal vote of thanks from the parliament of Belgium. It was translated and widely circulated through Germany, and was, perhaps, one of the most efficient causes in turning the tide of German emigration toward the great Northwest. He occupied the position of Belgian consul at that port until his death, and it is not too much to say, that his fidelity to the interests of his government was only equalled by his unremitting care of Belgian subjects who needed his assistance. The fire of 1871 deprived him of the hard-earned fruits of his labor, he being a more than usually heavy sufferer by that calamity. His death occurred on March 17, 1876. His death bed was surrounded by his wife and his eight surviving children, his oldest son, Henry, having been killed at the siege of Vicksburg, while a member of Taylor's battery. Among the children whom he left are Charles Henrotin, the present Belgian consul, and Dr. Fernand Henrotin, one of the leading physicians of the city. Dr. Henrotin, although of a retiring nature, possessed a genial disposition, great intellect and marked professional ability. It was always a matter of great

regret to himself, as it has been to his family, that his lack of familiarity with the language and habits of our people prevented his attaining, in this country, the eminence to which his comprehensive education and great talents entitled him.

DR. FRIEDRICH HINKEL was appointed consul of the German empire in Chicago in 1877, and held that position, under imperial commission, at the time of his decease. He was born July 10, 1826, at Hanau, in Electoral Hesse, and after a brief residence in that place, removed with his parents to Rinteln, in the same province. His preliminary education was received at the Gymnasium, at Rinteln, and in 1845, went to the celebrated University at Marburg, where he graduated four years later. In 1849, he came to America, accepting a tutorship at Savannah, Georgia. Later, he removed to New York City, where he continued his duties as a preceptor for several years. In 1855, Dr. Hinkel went abroad, and traveled through Europe, Egypt, and Asia Minor. He then began the study of law at the universities of Bonn and Heidelberg, from which latter institution he graduated with the degree of LL.D. in 1860. The ensuing year he returned to New York, and there practiced law for eleven years, when he entered the service of the German Empire, first as vice-consul, and then as consul, at New York. Later he was appointed to the same position in this city. His eminent intellectual qualities and broad culture won for him high literary distinction, and he was esteemed in official circles at Berlin for his efficiency and thoroughness in the consular service. He received from the German government the decoration of the Red Eagle. He died on April 7, 1885, leaving a large circle of friends to mourn the loss of one whose remarkable qualities of mind and heart gave him an international reputation.

CHARLES HENROTIN, who has resided in this city since 1848, is one of the most prominent and successful financiers in the west. He is the consul here for Belgium and Turkey, and was appointed to the first named consulate in 1876, and to the charge of the affairs of the Ottoman Empire the year succeeding. He is the son of Dr. Joseph F. and Adèle Henrotin, of Brussels, Belgium, where he was born on April 15, 1843. A sketch of his father's life and services has been already given. Charles accompanied his parents to this city, but, in 1856, was sent to Tournay, Belgium, to complete his education and to fit him to enter the Belgium Polytechnic school, where he was to study military engineering. After graduating from the university at that place, he returned to Chicago in 1861, and entered the service of the Merchants' Loan and Trust Company. Here he first developed that remarkable insight into monetary affairs that has given him an almost national reputation. He succeeded Lyman J. Gage as cashier of the bank in 1868, and for ten years retained that position. In 1878, Mr. Henrotin entered the banking and brokerage business on his own account, laying the foundation of the enterprise he to-day controls. His specialties became railroad first mortgage bonds and city and county securities. About the time that Mr. Henrotin started in business, the city became badly involved in debt, and its paper on the market was in such shape that municipal bankruptcy seemed imminent. For substantial aid rendered in this dire extremity, to no one man more than Charles Henrotin does Chicago owe a debt of lasting gratitude. The city scrip issue had been declared illegal, and the syndicate of capitalists depended on to take it had refused to take any more. Its value had fallen to eighty-five cents, and the city employees were seriously inconvenienced and local business interests badly affected. Mr. Henrotin had confidence in the municipality of which he was a citizen, and possessed the pluck and energy necessary to buy the depreciated scrip. He took every dollar's worth that was offered, and putting up the price to ninety-three cents at once, turned the tide in the city's favor, helped materially to restore its credit and to place its indebtedness on a basis that won for him the appreciation and the gratitude of the entire community. Since then he has taken nearly every issue of county bonds, and helped to negotiate them, being the first to do so at low rates. He has the reputation of being one of the best judges of investment securities in Chicago, and is regarded as one of most successful financiers in the West. Mr. Henrotin was one of the founders of the French Benevolent Society of Illinois, and was its president for two successive terms. He was also the principal leader in the organization of the Chicago Stock Exchange; he was unanimously elected its first president, was re-elected for a second term, and declined to serve a third term. He was also one of the principal projectors of the Chicago Opera House Company, and is now its vice president. His consular duties are important and numerous. His reports to the Belgian government on various subjects have made for him an enviable reputation. When the telephone was first put into practical operation, Mr. Henrotin, in connection with the French consul, made a lengthy report to his government on its application, which attracted much attention in Europe and led to large concessions being made to himself and his friends in introducing the instrument in France, and, ultimately, in the organization of a telephone corporation in Paris, which is now the largest in the world. His

reports on commerce have been large and exhaustive. Mr. Henrotin has done much to encourage the emigration of skilled labor and well-to-do artisans from Belgium, thereby bringing to this country a class that has superseded the pauper element. In every sense he is a public-spirited man; and when he inaugurated the half-century celebration of the Belgian government in this city in 1881, he was thanked by the Belgian government for his fidelity to the interests he represented and the international benefits he had secured. He has been a life-long democrat, but his business duties have compelled him to keep from accepting any public offices of honor and trust. Mr. Henrotin was married September 2, 1869, to Miss Ellen M. Martin, of this city; they have three children—Edward Clement, Charles Martin and Noris Bates Henrotin. Scarcely more than a young man, standing at the threshold of business life where most men are but beginning to lay the foundation of their fortunes, Mr. Henrotin occupies a position and enjoys a reputation that time will only strengthen and enlarge.

HENRY CLAUSSENIUS, Austro-Hungarian consul at Chicago, was born in Eschwege, Nassau, February 1, 1825, the son of Anton William Clausenius, justice of the circuit court of that place. At the time of the present consul's birth, Nassau was an independent electorate, but is now a portion of Prussia proper. Henry commenced his education at the Gymnasium at Cassel. After a thorough course of tuition he traveled for a year, and then opened a most successful school at Bischhausen. Becoming objectionable to the government, however, on account of his liberal views, he, in 1850, immigrated to New York. There he engaged, first, with a paper-hanging establishment, and later in Colt's map-publishing house. Here his geographical knowledge was of considerable service. He abandoned his employment, however, after a short time, to engage as a window-shade painter, but finally seemed to find congenial service in the wood-carving line. His mechanical skill and artistic taste soon gained him success in this business, which so prospered that he was compelled to employ as many as twelve assistants at one time. About this time, he married Miss Johanna VanTilly. Mr. Clausenius then procured employment in the banking-house of J. W. Schmidt & Company, of New York, the head of which firm was consul for Prussia, Saxony and Baden. The business of the consulate devolved upon Mr. Clausenius from 1855 to 1861, when, through the influence of Baron Von Gerolt, a warm personal friend of President Lincoln, he was appointed consul of Prussia at Chicago, by commission from Count Bismarck, minister of foreign affairs. Upon his arrival in Chicago, Mr. Clausenius opened a banking-house under the firm name of Clausenius, Canada & Schmitzler, from which his former partners have since retired, but which has been known for some time as one of the most conservative and reliable institutions of the kind in the West. In 1868, Mr. Clausenius was appointed consul of the North German Confederation, and in 1871, of the German Empire; his consular dignities and duties keeping pace with the political changes in Germany. For his able representation the following medals of honor have, from time to time, been bestowed upon him: Knight's Cross, First Class of the Order of Albrecht the Brave, from Saxony; Knight's Cross, First Class Order of the Emperor Francis Joseph, from Austria; Knightly Cross of the "Lion of Zähring," from the Grand Duchy of Baden; a similar emblem from the Thuringian States, of the Order of the Ernestinian House; and the Order of Albrecht, "The Brave," Comthur Cross, from the kingdom of Saxony. Since the death of Mr. Schmitzler, Mr. Clausenius has performed the duties of Austrian consul. He has been identified with the school system in this city for many years. He is an enthusiastic lover and patron of music, at one time having been president of the Arion society and an honorary member of the Liederkrantz in New York. He was one of the organizers of the German Aid and Relief Society, of which association he was the first president, and of which he has been an officer and director up to the present time. In 1877, Mr. Clausenius resigned his position as German consul, the government prohibiting diplomats from en-

gaging in other business when in its service. In October of the same year, however, he was appointed consul for Austro-Hungary, and, later, was made the general western agent of the North German Lloyd steamship company, of Bremen. His business is a very extensive one, and from its revenue he has provided a beautiful home for his family, costing \$60,000. His wife is still living. They have six children—Gustavus A., Edward, George W., Henry, Minna and Bismarck.

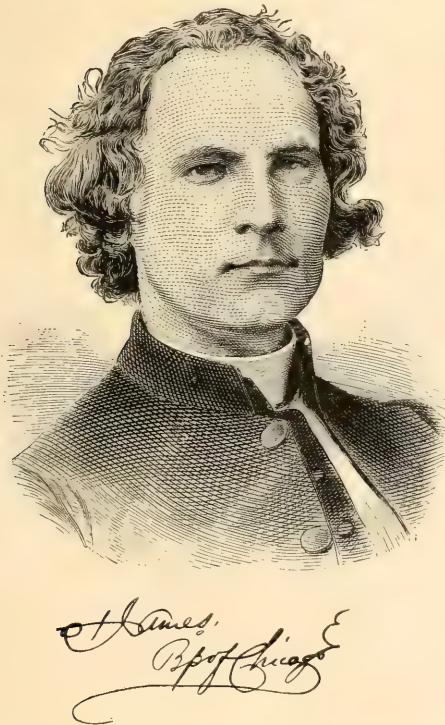
AGOSTINO SCUITTI was appointed consular agent for the Italian government January 13, 1876, by Cavalier Ferdinando di Luca, console-général at New York, with control of the States of Indiana, Michigan, Wisconsin and Illinois. Mr. Scuitti was born March 17, 1818, at Borzanasca, Genoa department, Italy, the son of John and Mary (Lagorio) Scuitti. He received his education at his native place. For some time after the completion of his studies, from 1840 to 1849, he served as a soldier; and when war was declared with Austria, he remained with Carlo Alberto, the king, until the latter's abdication after the battle of Navarra, and served with credit until peace was declared. He came to Chicago in 1856, and two years later was married to Miss Mary Veilla. By the great fire he was a serious financial sufferer. Mr. Scuitti has three children living, the eldest of whom, Emilia, is now a resident of South America. The other children are Adelaide and Mathilde.

DAVID V. WHITING, consul for Venezuela, was appointed to that position in 1880, by General Guzman Blanco, president of the Republic, with whom he was acquainted when a boy. His career has been a varied and interesting one, he having filled high positions of honor and trust under three different governments. Mr. Whiting was born in Caracas, the capital city of Venezuela, April 1, 1827, his father, Joseph P., having left Baltimore for South America three years previously, and located at Caracas, where he carried on a general merchandise business. David was educated at the military academy in his native place until 1844, when he came to Baltimore, and after a short time was appointed secretary of the Venezuelan legation in Washington, being left in charge of the legation on the return to South America of the minister in 1849. He then went to New Mexico, and held several important positions under the United States government until 1861; among them that of secretary of state, official translator of the territory, private secretary to the executive department, and chief clerk and translator in the general land office. He then removed to Kansas City, engaging in the forwarding and commission business for two years. At the expiration of that time, he visited Matamoros, Mexico, and became Spanish editor of the *Ranchero*. When the imperial troops vacated the northern frontier, Mr. Whiting accompanied them to the City of Mexico, and was there intrusted with several important commissions for the empire. His adventures while under the French representative, Maximilian, were thrilling and numerous, the Republicans seeking his life on several occasions. In 1867, he went to Galveston, and engaged in business until 1871, when he removed to San Antonio, Texas. In 1874, he had charge of the Spanish department of the general land office of the State of Texas, at Austin. In 1878, he came to Chicago, and organized and took to Mexico the famous Chicago expedition. In this enterprise, which left Chicago, January 6, 1879, not a life was lost, nor a connection missed, from the inception of the expedition until its safe return to this city. He then embarked in business in Chicago, and, in addition to his consular duties, started *La Voz de Chicago*, a monthly organ of the Spanish-speaking Americans, and natives of Mexico, Central and South America, and the West Indies, throughout the Northwest—a publication of rare excellence and value in the field it fills. He was married to Miss Anna Teresa Daly, a native of Venezuela, in 1847. They have had twelve children, only two of whom were born in the same city. Two sons, Joseph P. and William Clement, are engaged in business with Mr. Whiting in Chicago, and another, Emilio Paez, is engaged in the railroad business in Mexico. His remaining living children are Stella Regina, Dolores, Alvaro Maximilian, Alonzo Aguilar and Ruy Diaz Whiting.

RELIGIOUS HISTORY.

THE CATHOLIC CHURCH.

The first volume of this history detailed the progress of the Catholic Church in this diocese, down to the year 1857. Reference has been made to the number and architectural grandeur of the church edifices dedicated up to that time. Others were even then projected which were designed to surpass in size, cost, and general magnificence the most imposing of those yet erected; and in every other respect of religious progress there was soon a still more marked advance. In the period with which we have now to deal, the system of parochial schools was established and placed on a per-



manent footing—the initiative in this work being, naturally, taken by the Jesuits. Institutions of charity, academies and convents were founded in every part of the city, and, in general, a new impulse seems to have been given for the propagation and extension of Catholic works.*

* The compiler is indebted to Wm. J. Onahan, the Catholic historiographer of Chicago, for important data presented in this chapter.

This new era is co-incident with the appointment of the Right Rev. James Duggan as Bishop of Chicago; which event dates from January 21, 1859.

Bishop Duggan had been raised to the episcopal rank on May 3, 1857, and was appointed co-adjutor to the Archbishop of St. Louis, his nominal title being derived from the See of Antigone. Prior to his elevation, the bishop had labored in St. Louis in various positions, for many years as pastor of the Church of the Immaculate Conception, and had endeared himself to all classes by his pleasing address and kindness of heart. In 1853, he was appointed administrator of Chicago, in the interregnum following the transfer of Bishop Van de Velde to Natchez. In this city he soon won the affection of priests and people; nor was his popularity limited to those of his own faith. Protestants of every sect and condition learned to respect and admire him for his benevolence, and for his taste and accomplishments as a scholar and virtuoso. He collected a large and valuable library, rich in theology and also in the classics and belles-lettres. By his taste for and encouragement of art, he gave an impetus to the liberal arts in Chicago at a period when the stimulus of patronage was most needed. But it is in the line of his ecclesiastical administration that we are to look for the greatest result of his labors and talents. Certainly the early years of his episcopate gave remarkable promise of great results to religion and education, and there was little to suggest the unhappy mental disorder which ten years later brought Bishop Duggan's episcopal career to so sad a close.

The first appointments made by the new Bishop were received with satisfaction by both the clergy and laity. These were Rev. Dennis Dunne, vicar-general; Rev. Thaddeus J. Butler, secretary; Rev. John McMullen, chancellor. Special encouragement was given to the different religious orders to found houses in Chicago and throughout the diocese.

The Jesuits had already gained admission, and, under the energetic lead of Rev. Father Damen, work was already far advanced on the great Church of the Holy Family, West Twelfth Street, and an immense congregation availed themselves of the religious advantages brought to their doors by the Jesuit fathers. The Franciscan order came in 1857; and St. Peter's Church and parish were assigned to their charge.

The Redemptorist Fathers arrived in 1860, and organized the German Congregation of St. Michael's, speedily commencing the erection of a vast church and capacious schools. The Benedictine Fathers were introduced in 1861, taking charge of St. Joseph's Church, likewise a German congregation.

The Ladies of the Sacred Heart, from St. Louis, were invited by Bishop Duggan to establish an academy for the higher education of young ladies in this city; and, accordingly, in 1859, Madame Gallway arrived with several religiouses of that community, and opened an academy in temporary quarters on Wabash Avenue, subsequently removing to the corner of Rush and Illinois streets, where the Ladies remained until the building of their convent and academy on West Taylor

Street was completed. These and other works initiated by Bishop Duggan will find appropriate and fuller mention under their separate headings.

The outbreak of the civil war enlisted the zeal and sympathies of the bishop on the side of the Union, of which he continued to the end an ardent supporter. He encouraged Colonel Mulligan in the organization of the "Irish Brigade," as far as became his office, and lent his aid to every effort for the benefit of the war sufferers, the widows and orphans, and to sustain the funds of the Sanitary Commission.

Besides regularly preaching in his Cathedral and on the occasions of his visitations throughout the diocese, he lectured several times, by public invitation, in the city, always with general appreciation. On the occasion of the death of Senator Douglas, Bishop Duggan was invited to deliver the funeral oration—a duty which he performed at the grave of the dead statesman, in the presence of a vast multitude of people, including all the civil and benevolent societies of the city. The address was admitted to be a masterpiece of eloquence.

The bishop went to Rome in 1862, again in 1866; and in 1867, he made a protracted stay abroad, visiting the Holy Land during his travels, and on his return to Chicago was received with great popular demonstrations of welcome by both clergy and laity. This triumph was soon to be clouded by discords, by public controversies, and, finally, by physical and mental prostration of the bishop, whose reason, sapped by the insidious approaches of disease, gave way under the strain to which it was subjected, and he shortly became a sorrowful mental wreck. To enter into the details of the controversies during the last year of Bishop Duggan's administration, would now scarcely serve any useful purpose. Several widely respected clergymen were engaged in the discussion, and carried the matter to the authorities at Rome. It can now safely be assumed that Bishop Duggan acted with too great harshness, and, although in the end, he was apparently sustained by the Holy See, he was nevertheless enjoined to restore and receive into favor the clergy who, according to his view, had been contumacious and insubordinate. In view of the bishop's subsequent early prostration and crowning calamity, all parties to the unhappy feud, by common consent, have long ceased to dwell on it and its circumstances, and it is accordingly dismissed into the oblivion of unrecorded history. No change or improvement in his condition has ever given the smallest encouragement to the hope of his ultimate recovery. A sketch of his life may appropriately be supplemented.

BISHOP DUGGAN was born in the village of Maynooth, County Kildare, Ireland, in 1827. He attended the parish school of his native place, and, having shown from an early age the disposition to enter a religious life, he was subsequently sent to the Seminary at Ballaghaderreen, County Mayo, in which he qualified himself, by a course of classical studies, for Maynooth College, where he pursued the course of theology and other branches essential to his admission to Holy Orders. Before completing the course, he emigrated to the United States, arriving in 1846. He was received by the archbishop of St. Louis, who assigned the young scholastic to St. Vincent's College, at Cape Girardeau, Mo., an institution then and since conducted by the Lazarist Fathers. Having finished his studies and received ordination as a priest, he was appointed chaplain to one of the convents of the Sisters of Charity, in St. Louis. In this and in other services in that city, Father Duggan gave such high evidences of zeal and capacity, that after a few years he was appointed president of the College at Carondelet, Mo.; subsequently was pastor of the church of the Immaculate Conception, St. Louis; and, later, vicar-general of the archdiocese. As narrated in our first volume, Father Duggan was appointed administrator of Chicago, in 1853, following the transfer of Bishop Van de Velde from this See to Santiago. This was prior to the appointment and arrival of

Bishop O'Regan, so that he came, in 1859, not as a stranger to the priests and people over whom he was to reign during the next ten years.

Following the removal of Bishop Duggan, in 1869, Rev. T. J. Halligan was appointed administrator *pro tempore*, pending the nomination of a bishop to the practically vacant See. Father Halligan had already served in this capacity, during the last visit of Bishop Duggan to Europe, and was regarded by many as one of the principal causes of the unfortunate troubles that culminated shortly after the bishop's return. He did not not long exercise his authority. The affairs of the diocese demanded the supervision of one vested with the functions and authority of the episcopate, and choice was soon made of Rev. Thomas Foley, of the Cathedral and Archdiocese of Baltimore, to fill the position. He was consecrated bishop in the Cathedral of Baltimore, on February 27, 1870, and was formally installed in this city in March of the same year. The first words of his address on that occasion will long be remembered. They were, "Peace be unto you," and formed the text of his discourse, as they evidently constituted the controlling principles of his episcopal career.

BISHOP FOLEY was a native of Baltimore, and was born March 6, 1823. He was educated at and graduated from St. Mary's College, and subsequently entered the Sulpician Theological Seminary in that city. After completing his ecclesiastical education, he was ordained in the Cathedral of Baltimore, on the 16th of August, 1846. His first mission was at Rockville, Montgomery Co., Md., about eighteen miles north of Washington, and included four churches within a circuit of fifty miles. The roads were primitive, and the conveniences for travel were, in those days, equally antiquated, so that much hardship was necessarily undergone by the zealous young pastor during the years in his first mission. From this field of labor he was transferred, in 1847–48, to St. Patrick's Church, Washington, as assistant to Rev. Father Matthews, a venerated and historic character in the history of the American Church. In 1849, he was called by Archbishop Eccleston to the Cathedral in Baltimore. Upon the death of the latter, in 1851, Most Rev. Francis Patrick Kenrick was promoted to the See of Baltimore, and, shortly after his accession, Rev. Thomas Foley was appointed his secretary, and remained attached to the Cathedral until the death of Archbishop Kenrick, in 1864. This great and lamented prelate was succeeded by Rt. Rev. Bishop Spalding, of Louisville, who was elevated to metropolitan rank and dignity as Archbishop of Baltimore, May 3, 1864. When, shortly afterward, the new archbishop left the country to visit Rome, he showed his confidence in Father Foley by appointing him vicar-general and administrator. He held the position of vicar-general until he was chosen to the See of Chicago—to the diocese which, as he declared in his first sermon, "holds so high a place; which exercises so vast an influence; which already has attracted the attention, not only of the people of this country, but of foreign lands; and which is destined to be, if not the first, at least the second in the country. This diocese, which will hold so high a place, with so large a number of souls within its limits—shall ever claim my careful attention, and whilst I live and am able to labor, whatever I can give shall be freely, entirely and cheerfully, given to Chicago."

It was in this spirit that Bishop Foley commenced his career in this city.

ST. MARY'S CHURCH.—The history of this church, in the preceding volume, closed with the pastorates of Revs. T. J. Butler and Thomas Burke, in 1857. Rev. Matthew Dillon was also priest here at the same time with them, but, on the 16th of August, 1858, he was transferred to Racine, Wis., by Bishop O'Regan. Soon after Bishop O'Regan resigned, and was succeeded by Right Rev. James Duggan, D.D. The pastors of St. Mary's, under this bishop, in 1859, were Revs. T. J. Butler, D.D., Dr. J. McMullen and Dr. Thomas Burke. They were succeeded, in 1861, by Rev. F. McKeon as pastor and Rev. T. McGivern as assistant pastor. In 1862, Rev. J. Macken became pastor and Rev. Thomas J. Halligan assistant, remaining two years. In 1864, Rev. Thomas J. Halligan became pastor, and re-

mained in that position until 1870, when he was succeeded by Rev. Edward W. Gavin. In 1864, the assistant pastor of this church was Rev. Patrick T. Butler; in 1867, the assistant pastor was Rev. John Fanning, and Rev. Patrick T. Butler became chancellor; in 1868, Rev. M. M. McDermott became assistant pastor, and, in 1869, there were three pastors, Revs. Edward W. Gavin, H. M. O'Gara McShane and C. H. Gavin, D.D. In 1870, the assistant of Rev. Edward W. Gavin was Rev. Thomas L. Keating. These were the pastors at the time of the great fire. This fire burned everything perishable pertaining to the church property, except the records. The buildings lost were the bishop's residence, at the corner of Michigan Avenue and Madison Street. Next to the church-building stood the Convent of the Sisters of Mercy, which was likewise destroyed.

RIGHT REV. JOHN McMULLEN, D.D., was born on March 8, 1832, at Ballinahinch, County Down, Ireland, the son of James and Alice McMullen. In 1833, his family emigrated to America, and finally settled in Chicago in 1843. The father, James McMullen, was always an earnest and devoted Catholic, and during his long and honorable career was remarkable for his devotion to the interests of his religion. His son John, under the pious influences of his parents and of Bishop Quarter, the first Bishop of



RT. REV. WM. QUARTER, D.D., FIRST CATHOLIC BISHOP OF CHICAGO.

Chicago, was early marked out for an ecclesiastical career, his own good disposition of course corresponding to the wishes and intentions of bishop and parents. His early studies were pursued in the University of St. Mary's of the Lake, from which he graduated with the highest honors in 1853. He was sent to Rome the same year, where he completed his course of theological studies, and, in 1858, was ordained priest, gaining also the degree of Doctor of Divinity, which in this case was something more than an unmeaning compliment; he had honestly earned the dignity by hard study and acknowledged acquirements. Returning to Chicago he preached his first sermon in St. Mary's—then the Cathedral. He was for a short time attached to the Bishop's Church—the Cathedral; later, for a brief period, to St. Louis' Church; and in 1863 he assumed

charge of the re-organized University of St. Mary's of the Lake, which was then designed to fill the place of a theological seminary for the diocese. Here the Doctor seemed to be in his most congenial and fitting place and work. Needless to say he entered into it with great zeal and with his whole heart. But the University was not destined to prosper. Difficulties and misunderstandings arose between the diocesan and the faculty, which finally culminated in the closing of the University. Dr. McMullen was then assigned to a new parish (first formed on the West Side), St. Paul's; but it was not long until the widening breach between Bishop Dugan and several of the leading priests of the city, induced Dr. McMullen to go in person to Rome, there to lay the situation in Chicago before the Holy See. Throughout those difficulties the attitude of Dr. McMullen reflected in no respect on his character and loyalty as a Catholic ecclesiastic. When he returned, he accepted a country parish, that of Wilmington, Ill., where he labored with earnestness and endeared himself to the people of the neighborhood, Catholic and Protestant alike. One year after the installation of Bishop Foley, Dr. McMullen was called to Chicago, to fill the post of vicar-general and pastor of the Cathedral. Here again followed fresh trials, but this time of a different character. The great fire of 1871 swept away the beautiful Cathedral, and in its desolating course razed many other Catholic churches and Catholic institutions of education and charity. It was a time to try men's souls. Dr. McMullen entered heroically into the work of restoring what had been destroyed. He proceeded, under the direction of Bishop Foley, on a mission to the East and to Canada, to solicit aid toward the re-building of the churches and institutions—a mission which was crowned with success. Dr. McMullen's self-sacrificing labors during this period will long remain in honored remembrance in the hearts of the Catholics of Chicago, those of the Cathedral parish especially. And so the Cathedral was re-built, more beautiful and more costly than before. A grand academy, under the charge of the Ladies of the Sacred Heart, was erected beside it, and soon after commodious parish schools were likewise provided. In the midst of this era, Bishop Foley to the dismay and sorrow of a mourning city, was suddenly stricken down by death. The lamented prelate's last words were a testimony and a charge to Dr. McMullen. He appointed him administrator of the diocese, thus showing the highest testimony to the character and qualities of his vicar-general. With what fidelity and high capacity the Doctor acquitted himself of the grave trust is best shown in his early elevation to the episcopal rank and dignity. Shortly following the appointment of Bishop Feehan, as first archbishop of Chicago, Dr. McMullen was chosen by Leo XIII. bishop of the newly created See of Davenport, Iowa. He was consecrated in the Cathedral of the Holy Name July 25, 1881, and in the following month Bishop McMullen proceeded to his new See, accompanied by a large escort of priests and laymen from Chicago. Davenport gave him a royal welcome; and in St. Margaret's Cathedral of that city he addressed his people in a sermon of great power and eloquence, which, with his known elevated qualities, soon won to him the affection and respect of all classes in his new home. There was work to do in the new diocese. The bishop entered into the spirit of that work with prodigious zeal. He visited every part of his diocese, and everywhere infused his own spirit and purpose into priests and people. But an insidious disease had seized upon him, and no human skill was able to arrest its fatal progress. His death occurred on July 4, 1883, transforming a day of rejoicing into one of gloom and sorrow for the city of Davenport, his last home. On the day of the funeral, the bells of the Protestant churches of the city pealed out in solemn union with those of the Cathedral, in testimony of sorrow for his decease, a generous and touching tribute to the dead prelate. The Pontifical Requiem Mass was celebrated by Archbishop Feehan of Chicago, and the funeral oration was delivered by the deceased bishop's warm friend, Bishop Spalding of Peoria. The bishop's remains, by his own request, were interred in his Cathedral in Davenport. His memory remains a precious inheritance to priests and people wherever he was known, and especially in the scenes of his labors, his trials, and his final vindication and triumph.

ST. LOUIS' CHURCH.—On October 1, 1855, Rev. John Waldron, at the present time pastor of St. John's Church, was appointed to this church. His first efforts were directed to the restoration of harmony between the French and Irish members of the congregation. In this he was very successful, and he remained with them as pastor until October, 1859. He was then succeeded by Rev. John McMullen, who remained there about one year. The subsequent pastors were Rev. Joseph P. Roles, 1860; Rev. John Macken in 1861; Rev. J. H. Grogan, 1862; Rev. A. Broderick, 1864; Rev. Patrick Conway, 1865, and Rev. Patrick

M. Noonan from 1866 to the time of the destruction of this church-building by the great fire of 1871, which also destroyed the school-house purchased some years previously of St. John's Church.

THE CHURCH OF NOTRE DAME DE CHICAGO is virtually the continuation of St. Louis' Church. It is located at the northwest corner of Halsted and Congress streets, was commenced early in 1864, and was dedicated March 5, 1865, by Bishop Duggan. It has a French congregation, and Rev. James Cote was pastor from 1866 to 1884. In 1884, Rev. A. L. Dergeron succeeded Father Cote. A new location for a church has been selected on Vernon Park Place, the old church property having been sold.

ST. PATRICK'S CHURCH.—The pastorate of Rev. Dennis Dunne in this Church commenced November 11, 1854, and continued until 1868. His assistants were, in 1858–59, Rev. John Magan; in 1860, Revs. John Magan and Andrew Eustace; in 1862, Revs. G. Prendergast and P. F. Glennow; in 1863, Rev. F. Keenan; in 1865, Revs. J. Brennan and S. O'Sullivan; in 1866, Rev. P. M. Flannagan; and in 1868, Revs. Stephen M. A. Barrett and P. Maloney. In 1869, Joseph H. Doyle succeeded to the pastorate made vacant by the death of Dr. Dunne; and he, in 1870, was followed by Rev. Thomas O'Gara, who remained until June, 1871. The assistant of Rev. Father O'Gara was Rev. Charles H. Gavin.

The church-building, which stands on the northwest corner of Adams and Desplaines streets, was originally erected without a basement, but in 1871, shortly

and the improvement was completed as soon as practicable after the excitement occasioned by that great calamity had died away.

VERY REV. DENNIS DUNNE, formerly vicar-general of the Diocese of Chicago, and pastor of St. Patrick's Church, was born in February, 1824, in Queens County, Ireland. His father was Patrick Dunne and his mother Amelia (Maloney) Dunne. When quite young, he came with his parents to Chatham, New Brunswick, and thence he went to Quebec, and prepared for the priesthood. In 1848, he was ordained for the Diocese of Chicago by the Rt. Rev. Dr. Lefevre, Bishop of Detroit. For a few months he was professor in the University of St. Mary's of the Lake, and was then sent to Galena, Ill., where was his first mission. From Galena, he was transferred, in 1850, to Ottawa, his mission there including the towns along the canal. In 1854, he was transferred to Chicago, and became the successor of Rev. Father McLaughlin, who that year died of cholera. In this field he labored until in the summer of 1868, when he was removed by Bishop Duggan, on account of the attitude he assumed toward that prelate in reference to diocesan affairs. Rev. Dennis Dunne was a man of well-known rectitude of life and of great personal popularity. His influence over both laity and clergy was quite extensive and beneficial. In 1855, he was made vicar-general of the diocese, and filled that office almost to the end of his life. He was a man of great energy and decision of character, and considered no enterprise too great for him to accomplish. In August, 1862, he organized an Irish Catholic Regiment, to assist in the suppression of the Rebellion. This regiment was the 90th Illinois Volunteers, otherwise known as the Irish Legion. In 1865, the Sacred College at Rome conferred upon Father Dunne the degree of Doctor of Divinity. In 1863, he was attacked by typhoid fever, which left him in a comparatively enfeebled condition; and though, after his recovery, he continued to perform his duties until 1868, yet he never was strong, and at length, on the 23d of December, 1868, death terminated his career. His funeral occurred on Sunday, December 27, and was attended by the 90th Regiment, under command of Colonel Owen Stuart, and by all the Catholic societies in Chicago. The funeral address was delivered by Rev. Stephen M. A. Barrett, the present pastor of St. Stephen's Church.

REV. PATRICK TERRY, who was, at the time of his death, pastor of St. Patrick's Church, was born in County Waterford, Ireland. His education was obtained in his native country, and he was ordained there in 1850. Shortly afterward he came to the United States, and a little later to Chicago. He was appointed assistant pastor at St. Patrick's Church, in September, 1850, his superior being Rev. P. McLaughlin. He remained there until June, 1852, when he was appointed pastor of the Catholic Church, at Morris, Ill. From Morris he went, in 1867, to Ottawa, Ill., and took pastoral care of the dependent missions in the vicinity of that city, remaining until 1881. During that year he was appointed pastor of St. Patrick's Church, as the successor of Rev. P. J. Conway, at present vicar-general of the Diocese of Chicago. He remained in this position until his death in September, 1884. Rev. Patrick Terry was a fine scholar, being especially well versed in literature, history, science and theology. He was of pleasing address, generous to a fault, always ready to assist those in need, and was hence very popular with his parish and with the people. As an indication of the esteem in which he was held, it may be stated that he was of those chosen to give advice to the bishop on both general and special matters pertaining to the diocese. He was made a dean by Bishop Foley in the early days of his episcopate, and was popularly known as Dean Terry during the latter years of his life. The people of St. Patrick's parish learned to respect and love him more and more as the days of his pastorate increased, and at his death felt that their loss could not soon be repaired.

ST. PETER'S CHURCH.—Rev. Mr. Liermann, on June 17, 1860, was succeeded by Rev. J. B. Mager, who remained until November 27, 1864. Rev. Peter Fischer was the next pastor. During his term of service, the brick church building now standing at the southwest corner of Clark and Polk streets was erected. This building cost originally, without furnishing, about \$45,000. The organ was purchased of the St. Louis' Church, in 1868. The school-house, erected in 1864, cost \$7,000. The priest's house was built in 1865, and the choir was added to the church-building at that time, the total cost of both being about \$12,000. During the pastorate of Rev. Mr. Fischer the great fire of 1871 occurred, but this church escaped destruction.

ST. JAMES' CHURCH was founded in 1857, by a few



REV. DENNIS DUNNE.

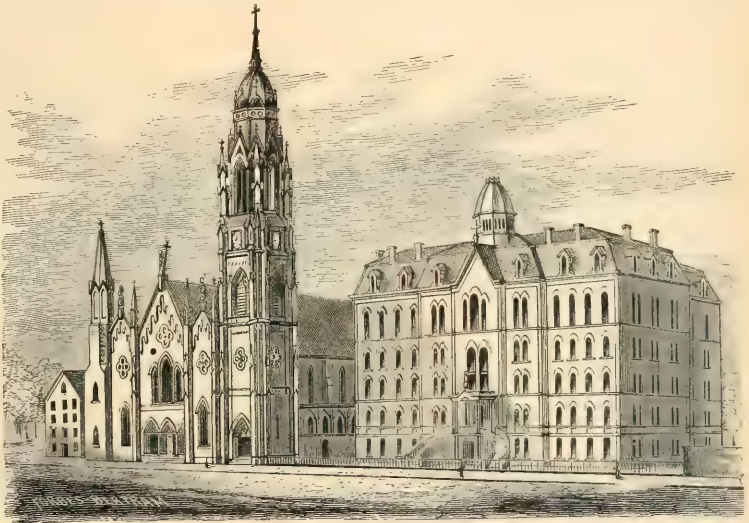
after the appointment of Rev. P. J. Conway as pastor, the building was raised, and a stone basement built under it. The cost of this much-needed improvement was \$20,000. At the time of the fire the building was standing on the screws used to elevate it to the grade,

Catholics living in the vicinity of the Convent of the Sisters of Mercy. At first, the entire congregation of St. James' Church, and that portion of the community of Sisters located at Calumet Avenue and Twenty-sixth Street, celebrated mass in the wash-room of the Convent.

Rev. Thomas F. Kelly was appointed first pastor by Bishop O'Regan; and the principal lay promoters of Catholicism in this section, and sustainers of St. James' Church, were William Donahue, Robert Whalen, John Dorney and Timothy Flannigan. At first there were in all about twenty families connected with the Church. They held religious services in the convent about a year, but in 1858, commenced the erection of a frame church-edifice, on Prairie Avenue, between Twenty-sixth and Twenty-ninth streets. It was built under the superintendency of William Donahue, who donated, liberally, time, money and materials toward its construction. The total cost of the church was about \$3,000. Rev. Father Kelly, who also had, at that time, the pastoral care of St. Bridget's Church, remained pastor until he was appointed chaplain of the 90th Illinois Volunteer Infantry, with which he went to the front, and remained until 1864. During his absence his place was filled by Rev. Father Carrigan and Rev. Peter O'Dowd. Upon his return from the War, Rev. Father Kelly resumed his labors at St. James' Church, and continued pastor until his death in 1865. Rev. Father O'Dowd then succeeded him, and remained until his death in 1866. Rev. P. J. R. Murphy then became pastor, and remained until superseded by Rev. P. J. Conway in December, 1866. During the pastorates of Revs. Murphy and Conway, the church-building was enlarged and a priest's residence erected. In 1871, Rev. Mr. Conway was transferred to St. Patrick's Church, and was succeeded at St. James by Rev. P. W. Riordan, now Archbishop of San Francisco. During his pastorate the present magnificent edifice on Wabash Avenue was erected.

MOST REV. PATRICK W. RIORDAN, the present Archbishop of San Francisco, was born at Chatham, New Brunswick, August 27, 1841. In 1848, his parents decided to emigrate to the West, and fixed on Chicago as their future home. Shortly following their arrival, the future archbishop entered the University of St. Mary's of the Lake, where he remained until 1851, gaining high honors and distinctions. Subsequently he attended a select school taught by Mr. Gleason; and in 1856 became a student at Notre Dame, Indiana, where he remained two years. In 1858, he proceeded to Rome, where he was enrolled in the College of the Propaganda. On the opening of the American College in the Eternal City, Mr. Riordan was one of the first twelve students to enter the institution; but the climate of Rome, and his failing health, compelled him to go elsewhere to pursue his studies, and he accordingly spent a year in the College of the Holy Ghost, Paris, and finally completed his course at the American College, Louvain, Belgium, from which he graduated in 1866 as a licentiate in Theology and

Sacred Sciences. In the fall of that year, he returned to Chicago, where he was speedily assigned, by Right Rev. Bishop Duggan, to the staff of professors in his old college of St. Mary's of the Lake, as professor of Dogmatic Theology and Church History. Two years later, when the University was closed, Father Riordan was assigned to Woodstock, Ill., and shortly afterward transferred to St. Mary's, at Joliet, Ill., where he built a fine church. In 1871, Bishop Foley invited Father Riordan to take charge of the important parish of St. James', Chicago, where he remained, loved and honored by all his people, until his elevation to the archiepiscopal dignity in 1883. In the effort to raise the funds required for the erection of the costly St. James' Church, he courageously discarded the methods of "fairs and picnics," and raised the money by personal effort, in subscriptions and collections from the people of the parish. Had Archbishop Riordan effected no other or greater work in his life than that which he accomplished in St. James' Parish, Chicago, from 1871 to 1883, he



CHURCH OF THE HOLY FAMILY.

would have left splendid testimony to his zeal and ability as a pastor and his qualities as an administrator and teacher. Proud as the people of St. James' Parish were at the signal distinction conferred upon their beloved pastor, they were with difficulty reconciled to his removal, and so, when the time of his departure for San Francisco arrived, there was sorrow in every Catholic home and heart, not alone in the immediate parish, but throughout the city. On his arrival at the boundary line of his future archdiocese, he was warmly welcomed by Archbishop Alemany in person, by a large company of priests, and by a delegation of the leading citizens of San Francisco. Since then, Archbishop Alemany has formally resigned the archbishopric, and, after a long and heroic career of labor and toil, surrendered to his successor, the See of San Francisco. This was accomplished in 1885, and Most Rev. Patrick W. Riordan is now, accordingly, in full possession of the dignity and responsibilities of that great office. The solemnity of conferring and receiving the Pallium will occur in September, 1885.

THE CHURCH OF THE HOLY FAMILY.—In 1857, there were very few inhabitants in West Chicago, south of VanBuren Street. In this field, unpromising as it appeared, Rev. Father Arnold Damen, S. J., who was sent to Chicago by the Jesuits* of Missouri, in response to the invitation of Bishop O'Regan, determined to establish a parish and erect a church, and this, too, against the advice of Right Rev. Bishop O'Regan, who

* As illustrating the reason for the selection of Chicago by the Jesuits, for the building up of a large church the following well known distich may be subjoined:

"Bernardus, valles, montes Benedictus amabat;
Oppida, Franciscus, magnus Ignatius urbes."

desired Father Damen to take charge of the Church of the Holy Name, then in course of erection, but nearly finished. Father Damen was also offered a fine site for his proposed church near Union Park, where, besides the ground being donated, money would have been subscribed to erect the church at once. But he purchased the lot bounded by Eleventh, May and Twelfth streets, in the spring of 1857, and immediately set to work to erect a large wooden, temporary chapel on Eleventh Street. This was completed, and opened for religious service on July 4, 1857, and in it mass was said and service held until the completion, in 1860, of the magnificent edifice known since as the Church of the Holy Family. Starting this church-building in 1857, the year of the financial crisis, seemed like in-

C. F. Smarius, S. J., the great orator and missionary, by means of lectures and personal effort. It was built in Montreal, by Louis Mitchel. The formal opening of the organ took place October 21, 1870. The main altar and statuary of the chancel cost \$25,000; the side altars of St. Joseph and B. V. Mary cost \$6,000; and the total cost of the church was not less than \$130,000. The stations of the cross are represented by valuable oil paintings, costing over \$7,000, which were presented to the Church. The basement of the building is handsomely fitted up, and contains a chapel for the use of the various societies attached to the Church, and for the special instruction of candidates for first communion and confirmation. In 1865, the church was furnished with a new altar, built by Anthony Bucher, of Chicago, and dedicated October 15, 1865.

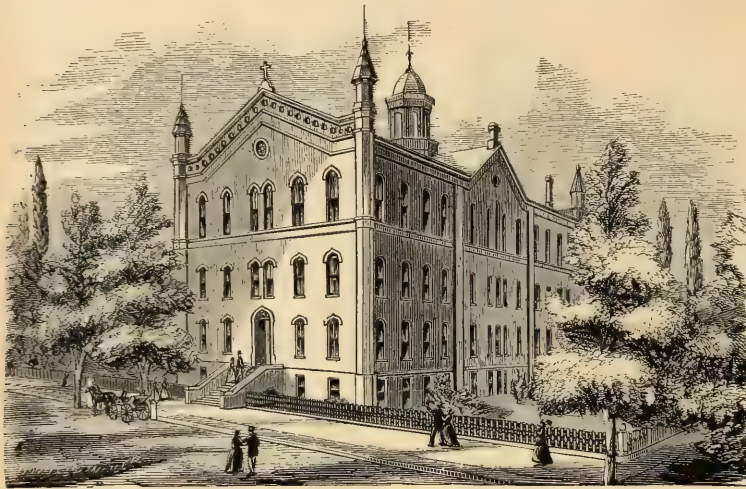
A building was erected, in 1862, west of the church, for the residence of the clergymen and priests of the order. This building is now used for society purposes. In 1864, Father Damen built a school for boys, a few blocks east of the church. The building is very large, is finished and furnished in an elaborate style, and is well attended by scholars. The teachers are members of the Society of Jesus. A school for the girls of the congregation is located a few blocks west.

Belonging to the church are several lay societies, of which the principal ones are the

following: The Sodality for young ladies, St. Ann's Sodality for married ladies, the Gentlemen's Sodality, and a Sodality of the Holy Angels, composed of boys.

Rev. Arnold Damen, S. J., occupied the position of Superior in the Church of the Holy Family, from 1857 to October 10, 1872. The various pastors of this church have been the following: Rev. C. Truyens, from 1857 to 1859; Rev. Jacob Bouchard, 1857 to 1860; Rev. Michael J. Corbett, 1859 to 1862; Rev. Ignatius Maes, 1859; Rev. John Coveny, 1860; Rev. Peter Tschieder, 1860 to 1862; Rev. Maurice Oakley, 1861; Rev. Cornelius F. Smarius, 1861 to 1869; Rev. George Watson, 1861; Rev. James M. Converse, 1862 to 1865; Rev. Dominic Niederkorn, 1863 to 1876; Rev. Benedict Masselis, 1863; Rev. Michael J. Lawlor, 1863 to 1866; Rev. Andrew O'Neil, 1864 to 1884; Rev. John DeBleeck, 1864 to 1871; Rev. John F. O'Neil, 1866 to 1868; Rev. Florentine J. Boudreaux, 1865 to 1869; Rev. Maurice Oakley, 1866 to 1873; Rev. John Setters, 1868 to the present time; Rev. John Schultz, 1869 to 1877; Rev. John S. Verdin, 1869 to 1871; Rev. Michael Van Agt, 1869 to 1874; Rev. Van der Hayden, 1871.

REV. ARNOLD DAMEN, S. J., was born in the province of North Brabant, Holland, March 20, 1815. In 1837, Rev. Father DeSmet, the illustrious missionary among the Indians of the Rocky



PAROCHIAL SCHOOL, CHURCH OF THE HOLY FAMILY.

viting failure. Its completion would have been a feat impossible of accomplishment to the congregation without extraneous assistance. Subscriptions were taken throughout Chicago and other cities, and even in foreign countries. The building of the church was eagerly watched by the Catholic population; and in less than three years from the laying of the corner-stone, the consecration ceremonies took place. Ten bishops and thirty priests participated in the consecration; and the immense edifice was completely filled early in the day. The ceremonies were conducted by Right Rev. James Duggan, D.D., Bishop of Chicago; solemn pontifical high mass by Right Rev. Dr. Lafevre, Bishop of Detroit; Very Rev. Dennis Dunne acted as assistant priest, and Rev. D. Butler was master of ceremonies. The consecration sermon was delivered by Archbishop Kendrick, of St. Louis, who preached in English, and Bishop Henni, of Milwaukee, who preached in German.

The church-edifice is of plain Gothic style of architecture, and has a pointed spire. The belfry contains a chime of three bells and a clock with four dials. The church, exclusive of the galleries, has a seating capacity of two thousand. In the rear are two galleries, the upper one being for the choir and organ. The organ is an instrument of great beauty and power, and cost \$25,000, which sum was raised by the exertions of Rev.

Mountains, returned from Belgium to the United States, having made arrangements to accompany Rev. David Duparc, a secular priest, who was returning to the diocese of Bardstown, Ky. They were joined by Messrs. Arnold Damen, Francis D'Hope and Adrian Hendricks, all of whom made the journey through France to Paris, and thence to Havre, by stage-coach. At the latter place Rev. John S. Gleizal was added to the party. They were detained at the hospital at Havre du Grace five days, owing to the sickness

there is now attached to the Holy Family Church a congregation of upward of twenty-five thousand souls. All that locality speedily was settled by a population, drawn thither by the piety and untiring zeal of Father Damen. His style of preaching and eloquence is peculiarly adapted to the tastes and understanding of the masses, who throng to hear him, and, whether as a missionary in the large cities of the East or in his own capacious Holy Family Church, he is equally powerful and indefatigable.

REV. CORNELIUS F. SMARIUS, the celebrated Jesuit missionary, was born at Thilburg, North Brabant, March 3, 1823. From his earliest years he was a model of piety to his fellow-students, whom he incited, not only by precept but also by example, to the love and practice of virtue. During those years he gave indications of the remarkable powers of oratory which in after life so distinguished him. In 1841, in company with four others, he embarked for America for the purpose of entering the Jesuit Novitiate in Florissant, Mo., and on the 13th of November, 1843, he took the usual vows of poverty, chastity and obedience. Prior to his ordination in 1849, he gave a course of Sunday evening lectures in St. Louis, which drew large audiences. For many years he was professor of rhetoric in St. Xavier College, Cincinnati and afterward held the same professorship in the St. Louis University. In 1852, he was sent to St. John's College, Fordham, N. Y., where he spent two years in close application to those studies which were deemed necessary to finish his entire course. In 1855, he returned to St. Louis, where he obtained great fame as a pulpit orator. In 1858, he was appointed pastor of St. Francis Xavier Church, in St. Louis, and, during a pastorate of about two years, he delivered a course of lectures on religious subjects remarkable for brilliant oratory and profound erudition. Several of these lectures were published in a volume entitled "Points of Controversy," of which a number of editions were issued. For the last ten years of his life, he was engaged as a missionary. During nine months of the year he was accustomed to preach, often three and four times a day, for weeks together, to immense audiences. The three remaining months of the year were occupied in giving retreats to the clergy of different dioceses and the inmates of religious houses throughout the country. It was doubtless owing to his exertions in the performance of these arduous duties that his death occurred at the early age of forty-seven. Rev. Cornelius F. Smarius was a very large man, weighing over three hundred pounds, was gifted with a commanding presence and with a voice of unusual depth and volume. He was an accomplished musician and remarkably talented in many ways. He died March 1, 1870, in Chicago, and was buried, on the 3d, in Calvary Cemetery. The funeral oration was preached by Rev. F. P. Garesche, S. J., of Milwaukee.

REV. MICHAEL J. LAWLOK, S. J., for many years a prominent member of the Society of Jesus, and treasurer of St. Ignatius College, was born in Dublin, Ireland, May 25, 1825. He studied for the priesthood at Maynooth College. After coming to the United States, and before receiving orders, he accepted a position as teacher in the Catholic schools of Cincinnati. He entered the Jesuit Novitiate in 1851, and was assigned to professor's work in St. Xavier College, Cincinnati, and at the St. Louis University. He belonged to the priesthood from that time until his death. His valuable services were divided between Cincinnati and Chicago. In this city he was treasurer of the order, and in the management of its financial affairs was remarkably successful, as their splendid structures testify. In the discharge of his duties as one of the pastors of the Church of the Holy Family he was zealous and generous. As a preacher he was clear, logical and persuasive, and his character was adorned with the highest virtues. He was for many years a patient sufferer from a painful malady, which finally shattered his vigorous constitution, and of which he died on June 18, 1879.

REV. MAURICE OAKLEY, S. J., one of the pastors of the Church of the Holy Family, was born December 21, 1814, in Grammont, otherwise Geertsbergen, East Flanders. His family was in affluent circumstances, and he received as good an education as could be obtained. He had just finished his Latin course, when, in 1830, the Belgian Revolution broke out. Notwithstanding his youth, he shouldered a musket, and fought in the war. The war ceasing, he cast about for a profession, hesitating for some time between jurisprudence and medicine. While thus in doubt, he met Father DeSmet, the famous Jesuit missionary, and at his instigation, entered the seminary in Ghent, having in view the secular priesthood. After studying two years, he came to this country, and landed in New York City December 21, 1834. He entered the novitiate of the Jesuit Fathers February 2, 1835, and received his first appointment in St. Louis, his journey from New York to St. Louis occupying about a month. He remained at this first mission



FATHER ARNOLD DAMEN, S.J.

of Father DeSmet; but though his physician forbade his attempting the voyage, he and Rev. David Duparc engaged a boat, and joined the others after the vessel in which they were to sail had weighed anchor. Father Damen and his young companions reached Florissant, Mo., and were admitted as novices November 1, 1837. After his novitiate, he was transferred to the St. Louis University, where he served as a teacher, and at the same time pursued his studies of philosophy and theology until 1844, when he was ordained priest. He was then assigned to parochial duties, and subsequently became the pastor of the College Church in St. Louis where he remained until 1857, and while occupying that position established sodalities for the young men and young women of the parish, and also built a hall for their special use. In 1857, Bishop O'Regan invited Rev. J. R. Druyt, provincial of the Jesuits in Missouri, to found a church and school in Chicago. The sagacious provincial perceived that the offer was one furnishing an opportunity full of future promise, and judged that a priest better qualified for the work than Rev. Arnold Damen was not at his disposal. Father Damen was, therefore, chosen for the mission, and, accompanied by Rev. Charles Truysen, reached Chicago early in May, 1857. The location selected for the new church was on Twelfth Street, between May Street and Blue Island Avenue. The corner-stone of the Holy Family Church was blessed by Bishop O'Regan August 25, 1857, and the church was dedicated August 15, 1860. A dwelling for the Fathers was located on the corner of Twelfth and May streets in 1861; the St. Ignatius College was begun in 1869, and classes were organized in it in September, 1870. Five parochial schools were erected, in which nearly five thousand children, each year, receive elementary education. When Father Damen first organized the parish, in 1857, almost all that portion of the city was unredeemed prairie, while

until 1840, as professor in the Jesuit College, the only institution of the kind then in the West. He was then transferred to Cincinnati, as vice-president of the St. Xavier College, and on December 21, 1842, was ordained priest by Bishop Kenrick. In 1843, he was sent to take charge of the College of St. Charles, in Grand Coteau, La., and it was there he took the name of Oakley, to accommodate his French parishioners, to whom his name of Mauritius Van Den Eycken was too unwieldy. Soon afterward he was transferred to St. Louis, as professor and vice-president of the Jesuit College, where he remained until 1855; when he went to Bardstown, Ky., and thence to Cincinnati, Ohio, where he was made president of St. Xavier College, and served in that position until 1861. Upon the breaking out of the war, he was transferred to his present pastorate in connection with the Church of the Holy Family. Father Oakley is a musician of rare ability, and has educated numerous church choirs. Mozart's Twelfth Mass, for choir and orchestra, was his first great production in this city, at the dedication, in 1850, of the Holy Family Church. He is one of the oldest and most highly respected of the Jesuit Fathers of Chicago.

THE CHURCH OF THE HOLY NAME.—The history of this Church was given in the first volume, to the completion of the new and elegant brick edifice, and the first celebration of mass therein on Christmas day, 1854. The building there described was used for a Church, and most of the time as the Cathedral for the diocese, until destroyed by the great fire of October 9, 1871. The various pastors, with their assistants, from 1857 to 1871 were as follows: In 1857, Rev. Matthew Dillon, with Rev. Mr. Mahan as his assistant; in 1858 and 1859, Rev. Michael Lyons and Rev. William Edwards, assistant; in 1860, Very Rev. Dennis Dunne, S. J., was appointed pastor of the Cathedral; and, in 1862, Rev. J. P. Roles became pastor, and continued in that capacity until 1868, when he was removed by Bishop Duggan. His various assistants were as follows: In 1862, Rev. John H. Grogan; in 1863, Rev. T. F. McGivern; in 1864, Rev. Mr. Walsh; in 1865, Rev. P. M. Flannagan; in 1866, Rev. P. O'Neil; in 1868, Rev. Joseph H. Doyle. The successor of Rev. J. P. Roles was Rev. T. Quigley,



CATHEDRAL OF THE HOLY NAME.

who acted as administrator of the Cathedral in the interval between the removal of Bishop Duggan and the beginning of the administration of Bishop Foley; and in 1870, the pastor in charge was Rev. Joseph H. Doyle

In 1870, Rt. Rev. Thomas Foley became adjutor-bishop of the diocese, and appointed Rev. John McMullen pastor, with two assistants, Rev. P. M. Flannagan and Rev. E. J. Guerin. During this administration came



RUINS, CATHEDRAL OF THE HOLY NAME.

the great fire of 1871, inflicting a loss upon the parish of about \$300,000.

ACADEMY OF THE HOLY NAME.—This institution was first opened in 1858, in a small building on Huron Street, near State. It was under the care of the Sisters of Charity, while Rev. Father Joseph P. Roles (then connected with the Church of the Holy Name) was chaplain, and exercised advisory control in matters temporal as well as spiritual. The attendance was good from the beginning, and the institution soon found its quarters too small to accommodate its increasing number of pupils. In 1861, through the efforts of Father Roles, an old college building, which had been moved from its former site, and located at Nos. 295-97 Huron Street, was obtained, and the Sisters transferred their school thither. The institution grew, year by year, in both numbers and influence, until the destruction of the building in the fire of 1871. The Academy was not re-opened after the fire, the present School of the Holy Name being an entirely distinct institution from the former, and under the charge of a different religious order.

REV. JOSEPH P. ROLES was born at Halifax, Nova Scotia, May 23, 1830. He is of mixed English and Irish ancestry—his father, Joseph Roles, being of English parentage, and his mother, Elizabeth (Burn) Roles, being of Irish parentage, though born in America. Rev. Joseph P. Roles was educated at St. Mary's College, Halifax, Nova Scotia, until he arrived at his seventeenth year. He then went to France to prepare for the Catholic ministry, and pursued the philosophical course of study at the Grand Seminary at Arras in the north of France, where he remained five years, studying the scriptures, the usual theological branches, the sciences and philosophy, and the Latin, Greek and French languages. From this seminary he graduated in 1852, and immediately returned to Halifax, where he was ordained. After his ordination, he was for two years president of St. Mary's College, at Halifax, and was then for seven years missionary among the Acadians, serving them at various churches. In 1860, at the invitation of Right Rev. Bishop Duggan, he came to Chicago and assumed the duties of the vice-

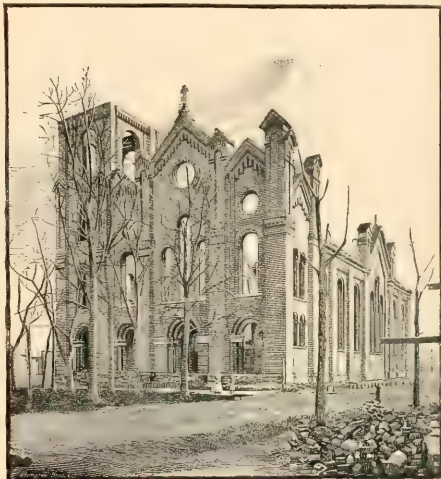
presidency of the University of St. Mary's of the Lake. He was then for about one year pastor of St. Louis' Church, a parish which, since the great fire of 1871, has been fused with the parish of St. Mary's. During his pastorate at St. Louis' Church he preached to the French congregation in their own language. He was then appointed to the Church of the Holy Name, remaining until 1866. He was subsequently appointed pastor of St. Mary's Church, Rock Island, Ill., where he remained from 1872 to 1878, in which latter year he returned to Chicago, and became pastor of St. Mary's Church, a position he still retains. Rev. Mr. Roles was the editor and publisher of the first illustrated Catholic Sunday-school paper published in the United States, the publication of which was continued four or five years while he was pastor of the Church of the Holy Name. He was also a contributor to *The Month*, a periodical issued from the University of St. Mary's of the Lake. He also has some reputation as a lecturer on architecture, the catacombs and other subjects.

ST. MICHAEL'S CHURCH.—The history of this Church was, in the preceding volume, brought down to the time it was taken charge of by the Redemptorist Fathers in 1860. The first of this order of priests to take charge of St. Michael's Church was Very Rev. Joseph Muller, C.S.S.R., and his then assistants were Father Jacobs and Rev. George Roesch. In 1863, the latter became pastor of the Church, and had as assistants Rev. Albert Schaeffer and, in 1864, Rev. Charles Hahn. In 1865, Rev. Theodore Majerus was added to the number of assistants. In 1866, Rev. Peter Zimmer became pastor, and had, as assistants, Revs. Albert S. C. Stisenberg, John B. Kulhn and F. Wissel. In 1868, his assistants were Revs. Joseph Wissel, Charles Rosenbauer, Francis Oberle and Theodore Majerus. In 1869-70, the pastoral force was the same. In the latter year the church-building at the corner of North Avenue and Church Street (now Hudson Avenue) became too small for the congregation, and a new brick edifice was erected at the southeast corner of Hurlbut and Linden (now Eugenie) streets. This was a very large brick building two hundred feet long by eighty feet wide, with a tower surmounted by a low steeple containing a chime of bells, and costing \$200,000. This building soon after its com-

pletion passed through the ordeal of the great fire; but, on account of the faithful manner in which the walls had been originally constructed, they remained substantially intact. The steeple, however, was burned, and the bells fell to the ground. Rev. Peter Zimmer remained rec-

tor of this Church until 1873. His assistants in 1871 were the Revs. L. Holzers, Theodore Majerus, Francis Van Emstede, Charles Hahn and Hugo Victor.

ST. JOHN'S CHURCH.—This congregation was organized June 24, 1859, by Rev. John Waldron, who for



RUINS, ST. MICHAEL'S CHURCH.

some years had been pastor of St. Louis' Church. The building was erected at the corner of Clark and Old streets. It was at first a frame structure, which would seat about three hundred people, and cost \$3,500. In 1864, and again in 1866, it was enlarged; and after the second enlargement it seated about fifteen hundred people and had cost \$20,000, including the land and the organ. The latter was erected in 1864, and cost \$2,500. The original building was dedicated October 30, 1859, the services being conducted by Right Rev. James Duggan, Bishop of Chicago, assisted by Revs. John Waldron, Dennis Dunne, Arnold Damen, Patrick Dillon and Very Rev. Father Higginbotham.

In 1864, a frame school-house was built at a cost of \$4,000, which was afterward sold to St. Louis' Church. In 1869, a second school-house was erected on Clark Street, just north of the church, which is still standing. It is a four-story brick structure, and cost, including the land belonging to it, \$75,000. It will accommodate fifteen hundred scholars. Previous to 1874, the boys in this school were taught by lay teachers; since that time they have been instructed by seven Christian Brothers. The girls have always been taught by Sisters of Mercy from the Academy of St. Xavier, now located at the corner of Wabash Avenue and Twenty-ninth Street. Rev. John Waldron has been continuously pastor of this Church since its establishment. Up to 1868 he had no assistant, but in that year he was assisted by Rev. T. Leydon, and by Rev. P. H. McGuire from 1870 to 1873.

REV. JOHN WALDRON, pastor of St. John's Catholic Church, was born in 1830, in Ballyhannis, County Mayo, Ireland, and is the son of John and Mary (Sweeney) Waldron. He was educated at St. Jarlath's College, a theological seminary at Tuam, County Galway, Ireland, which institution was then in charge of the famous Archbishop McHale, the "Lion of the Fold of Judah," one



ST. MICHAEL'S CHURCH.

plection passed through the ordeal of the great fire; but, on account of the faithful manner in which the walls had been originally constructed, they remained substantially intact. The steeple, however, was burned, and the bells fell to the ground. Rev. Peter Zimmer remained rec-

of the ablest Catholic prelates of his time. Father Waldron came to America in 1846, and in 1849 entered St. Vincent College, Cape Girardeau, Mo., conducted by the Holy Fathers of the Mission. While in that institution his eminent abilities and saintly character won for him the respect, admiration, and the warm affection of professors and fellow-students. Having, in 1854, graduated from St. Vincent's College, he was ordained to the priesthood by Bishop O'Regan, in St. Mary's Church, Chicago, September 22, 1855, and was immediately appointed to the charge of St. Louis' Church, corner of Polk and Sherman streets. He remained pastor of that Church until October 30, 1859, at which time he commenced his pastorate of St. John's Church, having obtained permission of the Bishop to erect a church at the corner of Clark and Old (Eighteenth) streets. In 1869, with his characteristic zeal for the religious education of the children of the parish, he erected a fine school house, at a cost of \$75,000, in which the children are now taught by eight Christian Brothers and nine Sisters of Mercy. In this school there is an average attendance of three hundred boys and three hundred and twenty-five girls. About 1870, Rev. Mr. Waldron preached a sermon on "Boots before Books," which was much talked about, and gave him a commendable notoriety. Father Waldron, although essentially a church man, has always been a public-spirited citizen. He became conspicuous by his opposition to the Lake Shore & Michigan Southern and the Rock Island railroads, and it was mainly through his efforts that these roads were compelled to vacate Clark Street from Twelfth to Twenty-second Street, in 1876. On October 7, 1877, the cornerstone of the new St. John's Church was laid with much pomp and ceremony, and it was dedicated October 2, 1881. Father Waldron, one of the oldest priests in Chicago, is never happy unless engaged in some work for the benefit of his parish and the human race at large. His parish grew very rapidly until crippled by the Western Indiana Railroad, which cut a wide swath through it, causing the transfer and destruction of upwards of three hundred houses and the removal of at least that number of families. Many of his parishioners located in other parts of the city; but he has made his parish what it is, built its schools, erected its present substantial and elegantly finished church-edifice, which cost over \$130,000, exclusive of the ground upon which it stands, and is the only priest in the West who has celebrated his twenty fifth anniversary in connection with the same parish.

THE CHURCH OF THE IMMACULATE CONCEPTION was established by Rev. Father Edwards, early in 1859, at the corner of Franklin and Schiller streets. During that summer, at a cost of \$17,000, he erected a church-edifice on lots he had purchased, which building was dedicated by the Right Rev. Bishop Duggan on March 25, 1860. Upon his death, in 1861, he was succeeded by Rev. Thaddeus J. Butler, now familiarly known as Dr. Butler, who remained pastor of the Church until 1870, when he was under the necessity of retiring from active duty, and of going abroad for the benefit of his sight. Most of the time during his pastorate he was without assistants. In the year 1867, he erected a school-house at a cost of \$8,000. In 1870, he was succeeded by his brother, Rev. Patrick T. Butler, the present pastor. In 1871, the Rev. P. T. Butler made extensive improvements on the old church-building and erected upon it a steeple, at a total expense of about \$3,000. Before the paint was dry, the great fire of October of that year destroyed the entire property of the parish, causing a loss of \$33,000.

ST. JOSEPH'S CHURCH.—The history of this Church commences in this volume with the year 1861, at which time it was taken charge of by the Benedictine Fathers. The first member of this order to assume the pastorate of this Church was Rev. Louis Maria Fink, now Bishop of Leavenworth, Kansas, who took charge of the parish June 13, 1861, and remained until May 30, 1868. The next member of the order to come to the Church was Rev. M. Corbinian, who came also in the year 1861. During the pastorate of Rev. Louis M. Fink, a church-building was erected on the northeast corner of Chicago Avenue and Cass Street. It was commenced in 1862, and so far completed as to be used for public worship in the latter part of that year. On the 2d of November, during religious services, the gallery gave

way, and its occupants were precipitated to the floor below, injuring many seriously, but none fatally. The building, when completed, would seat one thousand people, and cost \$60,000. It was dedicated March 19, 1865. The successor to Rev. Louis M. Fink was Rev. Leander Schmeer, who remained until April, 1873. During his pastorate, the great fire destroyed the church, inflicting a loss on the parish of about \$100,000.



RUINS, ST. JOSEPH'S CHURCH.

ST. BONIFACE CHURCH.—This Church was started, in 1865, by a number of Germans, before a priest was assigned them. They also erected a small church-edifice, in the spring and summer of that year, on land at the corner of Cornell and Noble streets, at a cost of \$2,500. In the fall of 1865, Rev. Philip Albrecht was sent to this congregation as its priest. He remained until 1867, when he was succeeded by Rev. James Marshall, who, in November, 1869, was succeeded by Rev. Clement Venn. Father Venn remained sole pastor of the Church until 1878, when he had his first assistant.

During the first four years of the existence of the parish, it had increased in numbers to about one hundred and fifty families. The membership then steadily augmented until the great fire having destroyed business houses, residences and churches to the eastward and southward, many families moved into the neighborhood of the Church, and it received sudden and large accessions to its congregation.

Previous to the establishment of the Church itself, a school had been started on Chicago Avenue by a lady, with from fifty to sixty scholars. When, in 1865, the church-building was commenced, the school was moved to a small frame school-house erected contiguous thereto. This served the purposes until 1873, when it was enlarged by Rev. Clement Venn to double its capacity, and the number of the Sisters engaged in tuition was increased to eight—six of them thenceforth being engaged in the school and two at the "Sister's House."

ST. PAUL'S CHURCH was established in 1868, at the corner of Mather and Clinton streets, by members from the Church of St. Francis D'Assisium. Rev. John McMullen was pastor in 1869, and Rev. John Kilkenny in 1870-71, until the buildings were destroyed by the great fire occurring that year. The church-edifice cost \$15,000, the priest's residence \$3,000, and the parish school \$5,000; the total loss was, therefore, \$23,000. The organization of the Church, upon the destruction of the buildings, was suffered to lapse, and some years afterward, in order to keep alive the name, the Church now located at South Hoyne Avenue and Ambrose Street was organized and named St. Paul's.

REV. FERDINAND KALVELAGE, pastor of the Church of St. Francis d'Assisium, was born June 27, 1829, in Lohne, Oldenburg, Germany. In 1847, he came to America, landing in New Orleans on the 10th of November of that year, and arriving in Chicago on the 10th of the following month. He was received into the Seminary of St. Mary's of the Lake, by the Right Rev. William Quarter, first bishop of Chicago, and continued his studies in the University of St. Mary's of the Lake. His education was finished at the seminary at Carondelet, near St. Louis, Mo., and he was ordained priest by the Most Rev. Archbishop Kendrick, of St. Louis, June 10, 1854. His first mission was at Freeport, Ill., where he went July 20 of that year. He came to his present charge July 19, 1859. His parish is one of the largest in the city, and he has been unusually successful.

ST. FRANCIS XAVIER'S FEMALE ACADEMY. — In September, 1846, a small band of the order of Sisters of Mercy arrived in this city, to perform such duties as were necessary, under the auspices of Bishop Quarter. They came from Pittsburg, Penn., where the order was first established in this country, and their particular mission was to found schools for Roman Catholic children, a want then greatly felt. On the 24th of that month, work was commenced by the organizing of the St. Francis Xavier's Academy for Females, in a frame building on the corner of Michigan Avenue and Madison Street. They remained there but one year, moving the following September to a new brick building on Wabash Avenue, near Madison Street, which had been erected for the purpose at a cost of about \$4,000, \$3,000 of which sum was contributed by Bishop Quarter from the fund *Propagandi Fidei*. The lot upon which the building stood belonged to the Church, and did not come into possession of the order until 1856. When the Sisters first arrived, Bishop Quarter donated to them a large tract of land on the North Side, then comparatively valueless; but as the city grew, the Church found uses for this property, and so exchanges were made, and the order gained possession of the ground upon which the building stood.

In 1847, the Convent was incorporated by the Legislature. In 1859, the building was further improved and enlarged, at a cost of \$5,000; and in 1865, the school had so increased in numbers that a new building was erected in the same block, at a cost of \$32,000, and was devoted to the uses of the academy and the teachers, while the old building was occupied as the Convent and a House of Providence. When the school was first opened, the pupils numbered ten boarders, forty day-scholars; and a parochial school, having fifty members, was maintained in an old building, near to St. Mary's Church, corner of Wabash Avenue and Madison Street. In 1871, there were about forty-five boarders, eighty day-scholars, and the number of teachers had increased to ten, while twelve teachers had charge of parochial schools in the parish of St. John's Church, corner Clark and Eighteenth streets, — St. Louis', Clark Street, near Polk; St. Mary's, Wabash Avenue and Madison Street; and St. James', Prairie Avenue, near Twenty-sixth Street, all of which were well attended. The Mothers Superior of the Convent, who are elected for a term of three years, are, ex officio, principals of the Academy. The first Mother Superior was Sister Mary Agatha O'Brien, who served from May, 1846, to the time of her death, July 8, 1854. She was succeeded by Sister Mary Paula Ruth, who died in August, 1855, and was followed by Sister Mary Vincent McGirr, who retired at the end of her term, May 18, 1858, to give place to Sister Frances Mulholland, who remained in office till May, 1867. Sister Mary Scholastica Drum was then chosen, and served two terms. The Academy is not in the ordinary sense a charitable school, as board and tuition are charged; although, when it is shown that

the applicant is worthy of assistance, the necessary instruction and help are furnished.

REV. JOHN CARROLL, the oldest Catholic priest in the United States, was born June 30, 1798, in Queens County, Ireland, and is the son of John and Catharine (Burke) Carroll. He was educated at the Maryborough Academy, kept by a Catholic priest named Gaynar; and when this priest moved to Athy, in the County Kildare, young Carroll followed him, and there enjoyed the benefits of his teaching. In 1817, he came to America, and attended the classical and theological school at Quebec. He was ordained June 29, 1820, and was pastor of St. Peter's Church at Halifax, Nova Scotia, until 1825. From that time to 1832, he was pastor of St. Malachi's Church, at St. John's, New Brunswick. He was then pastor of churches at Toronto, Niagara Falls and Suspension Bridge, until December, 1869, when he came to Chicago; and, in 1870, was assigned to the Catholic Church at Woodstock, McHenry Co., Ill., in which position he remained until 1877, when he became chaplain of the Catholic Orphan Asylum, at Thirty-fifth Street, Chicago. He was retained in this position until 1883, when, on account of an accident, he was crippled, and was then sent to Mercy Hospital, at the corner of Calumet Avenue and Twenty-sixth Street, where he now resides.

THE EPISCOPAL DIOCESE.

In 1852, after the death of Bishop Chase, Rev. Henry John Whitehouse, D.D., succeeded to the jurisdiction of the Episcopate of Illinois, and remained in that position until his death, August 10, 1874. In 1858, at the opening of the period covered by this volume, there were seventy-eight parishes and sixty clergymen in the diocese. Twelve of these clergymen were residents of Chicago, only nine of whom were in active service in the city. The first regular visitation of Bishop Whitehouse in Chicago, for this year, was made January 17, when he preached in the Church of the Atonement, owing to the vacancy in the rectorship, caused by the resignation of Rev. Dudley Chase.

One question that troubled the diocese during the early years of the episcopate of Bishop Whitehouse was that of his residence. The diocese was poor, and found it difficult to raise funds to pay ordinary expenses; and the uncertainty as to whether the bishop would remove into the diocese and remain permanently at its head, rendered the parishes less hearty in responding to appeals for this purpose than would otherwise have been the case. The bishop in fact did, in 1855, tender his resignation, but the House of Bishops declined to accept it. For some years the diocese failed to provide a sufficient amount to meet current expenses.

In 1863, the sum due the bishop had increased to \$7,232.14, and the trustees made provisions for its payment by the issuance of three-years' bonds, bearing six per cent. semi-annual interest. The next year the Convention, in order to provide for the payment of these bonds at maturity and for other purposes, resolved that a fund should be established, to be termed "The Endowment Fund of the Protestant Episcopal Church in the Diocese of Illinois." The plan adopted for raising the money was that of individual five-cent weekly contributions, which was pursued with success for a few years. In 1869, no money was collected for this fund, and the committee believed that the plan could not be successfully prosecuted so long as the bonded debt existed. The efforts of the diocese were, therefore, turned toward the liquidation of the debt; and in 1870, the amount still unpaid on the bonded debt was only \$1,690, and the entire indebtedness amounted to only \$4,805.

In 1855, two lots were deeded by Cyrenius Beers to Bishop Whitehouse, for the purpose of erecting upon them a "Bishop's Church" and a private residence.

These were Lots 2 and 3, in Block 8, Fractional Section 15, Addition to Chicago. On account of certain difficulties, the original intention of erecting a church-edifice in this locality was never executed. In June, 1860, an agreement was made between Bishop Whitehouse and Cyrenius Beers, according to which the former received \$6,000 for the two lots. This transaction was a discretionary movement for the provision of a "Bishop's Church," which object was attained in 1862, by the purchase of the property of the Church of the Atonement for \$4,000. The building was enlarged and improved in appearance, until it became one of the finest specimens of church architecture in the West. In 1868, the following gentlemen were appointed canons of the Bishop's Church, which had become the Cathedral: Rev. C. P. Dorset, Rev. J. H. Knowles and Rev. G. C. Street. During that year a fine organ, valued at \$5,000, was placed in the church. In 1869, Rev. G. J. Magill took the place of Canon Dorset; and in 1870, Rev. Mr. Magill retired, leaving but two canons. In 1868, the total amount of money contributed by this Church was \$7,575; in 1869, it was \$3,496; and in 1870, \$3,865. No report was made to the Convention in 1871.

The trustees of the diocese were incorporated in 1849, and in 1853 the bishop was empowered to hold property for religious and educational purposes. On the 21st of February, 1861, an act of the Legislature of Illinois was approved, by which certain additional powers were conferred upon the trustees, and duties were imposed upon them which the Convention thought would, if assumed and exercised, jeopardise a large amount of property, by confusing the chain of title, etc., and in its operation would wrest from the bishop rights and immunities which he possessed by virtue of his office, and of which he could not be deprived by any mere legislative action. In view of these facts, the act of 1861 was deemed unconstitutional and void; and as its passage was procured without the knowledge or sanction of the Convention, the bishop was advised to disregard it, and was assured that in so doing he would be sustained by the Convention and the diocese. The bishop and Standing Committee were appointed to memorialize the Legislature to restore the original provisions of the acts of 1849 and 1853 and to repeal the act of 1861. In 1865, this committee was obliged to report to the Convention that all efforts to secure the desired legislation had proved abortive, and adhered to its determination expressed in 1861. In 1866, the State and diocese maintained the same relations with regard to this question.

The most important event of the episcopate of Bishop Whitehouse was the trial of Rev. C. E. Cheney for violation of the canons, a full account of which may be found in connection with the history of Christ Church.

This account of the Diocese of Illinois may appropriately close, in this volume, with a summary of its progress during the first twenty years of the episcopate of Bishop Whitehouse. At the time of his election there were twenty-six clergymen connected with the diocese. The entire number connected with it, down to 1872, was two hundred and seventy-one, and there were ninety-one at that time in connection. Bishop Whitehouse ordained to the diaconate fifty-five persons, and to the priesthood fifty-four; of the latter, three had been priests of the Roman Catholic Church, and one of the National Church of Sweden—the Rev. Jacob Bredberg, of St. Ansgarius' Church. The parishes had increased from forty-nine to one hundred and eight, in union with the Convention. The humblest

building in existence in the diocese in 1872, was superior to the best in 1852; and many of them in use, or to be in use as soon as they could be restored from the destruction of the great Chicago fire, were edifices which, for size and architectural beauty, were equal to any in the United States. During these twenty years, the bishop made eleven hundred and fifty-one visitations; confirmed nine thousand one hundred and sixty-seven persons; officiated at six hundred and ten baptisms, sixty-three marriages and fifty-five funerals; delivered twenty-five hundred sermons and one thousand confirmation addresses; and traveled two hundred and twenty-five thousand miles. The growth of the Episcopal Church in the diocese is shown by the simple statement that, in 1832, the communicants numbered one in six hundred and sixty-eight of the population, while in 1872, they were as one to four hundred and thirty, and the membership was as one to one hundred and thirty of the entire population. Besides the churches the histories of which are appended, four others—Calvary, Church of Our Saviour, Church of the Epiphany, and All Saints—were organized only shortly prior to 1871, and their histories will appear hereafter.

THE CHURCH OF THE ATONEMENT.—The lot referred to in the first volume of this history, upon which the society erected a tasteful house of worship in 1854, was located at the corner of West Washington and Peoria streets. Rev. Dudley Chase, the first rector of the parish, resigned his pastorate in December, 1857, and on Sunday, June 13, 1858, was succeeded by Rev. John O. Barton. He found the parish with three hundred members. The interest awakened by the advent of the new pastor was great, and large additions were made to the membership. On July 1, 1859, the pew-rental system was abolished as an experiment. But, notwithstanding the brightness of the prospect at that time, the contributions at the offertory proved insufficient to meet the indebtedness of the Church as it fell due, and on March 4, 1861, the vestry, seeing no way out of their financial difficulties except by a sale of the property, transferred their title and interest in the building and land to Bishop Whitehouse. On Sunday following, March 17, Rev. Mr. Barton preached his farewell discourse, after which the bishop took possession of the church as his chapel, and thereafter supplied regular services.

On the 1st of April, 1861, a meeting of the parishioners was held, and the following officers were elected: Wardens, William B. Staunton and Watson Carr; Vestrymen, Henry Booth, Merrill Ladd, Edward H. Williams, B. F. Aldrich, H. H. Shufeldt, D. W. Page, H. H. Tappen and George P. Lee. This organization was effected for the purpose of establishing independent church work as the time should prove propitious; and meanwhile, the members, having neither church-building nor rector, continued, with few exceptions, to worship in the Bishop's Chapel, as the old Church of the Atonement was thereafter known.

About the 1st of August, 1865, Rev. S. Russell Jones, who had been for nearly two years pastor of the Church of the Ascension, accepted the pastorate of this Church. A fine lot was procured at the corner of Throop and Adams streets, and arrangements made for the purchase of a building. Services were resumed on Sunday, November 5, in a church on Monroe Street, between Aberdeen and Rucker streets, and the Sunday-school re-organized that day. About the 1st of May, 1866, Rev. Mr. Jones purchased a church-edifice of the Presbyterians, and commenced holding services without the certainty of support from more than three fami-

lies; but soon the attendance increased to such an extent that it became certain that the building would be too small. This building, in the summer of 1866, was moved to the rear of lots leased by the congregation for forty years, on the northeast corner of West Washington and Robey streets, the intention being to use it for a parochial school when a new edifice was built. By the fall of 1866, the parish had become self-supporting.

About the middle of May, 1868, the church-building was destroyed by fire, incurring a loss of \$4,000, with insurance of \$3,000, which sum was absorbed in paying the remaining debts. This was a great calamity for both pastor and people. They were, however, full of hope, and at once set about re-building, and by the following fall had their new church ready for occupancy. During 1869, the general prosperity of the parish was quite satisfactory. At Easter, the pews, which had previously been rented as an experiment, were made free; and under this system, which was thought to be the true one, the congregation rapidly increased. But a difference of opinion arose between the Church and the rector, and he tendered his resignation, to take effect July 1. Rev. Oscar B. Thayer then became the rector, preaching his first sermon on August 8, 1869. He resigned in the fall of 1870, and was succeeded by Rev. Henry C. Kinney, who preached his first sermon December 4, 1870, and whose pastorate lasted until December, 1873.

RIGHT REV. HENRY JOHN WHITEHOUSE, Doctor of Divinity of Oxford University, Doctor of Civil Law of Cambridge University, and Doctor of Laws of Columbia College, New York, was born August 19, 1803, of English parents, in Park Place, New York City. He entered Columbia College, New York, in 1817, and graduated with honor in 1821. He entered the General Theological Seminary at once, and completed the course in 1824. He was ordained deacon by Bishop Croes of New York, and in 1827 was admitted to the priesthood by Bishop White of Pennsylvania, in which diocese he was rector of Christ Church, Reading, from 1824 to 1827. In the latter year he became rector of St. Luke's Church, Rochester, which became under his ministrations the largest and most prosperous parish in Western New York. There he remained fifteen years, when he accepted the rectorship of St. Thomas' Church, New York City. During his pastorate this church-edifice was destroyed by fire, but through his exertions it was re-built on the same site. In 1851, he was elected assistant bishop of Illinois, and was consecrated November 20, 1851, at St. George's Church, Stuyvesant Square, N. Y. On September 20, 1852, Right Rev. Philander Chase, D.D., died, and Bishop Whitehouse became second bishop of Illinois, and performed the duties of that position with untiring zeal and fidelity until his death, which occurred in Chicago, August 10, 1874. The funeral services in the Cathedral were most impressive, and a memorial sermon was, on September 15, 1874, delivered before the Diocesan Convention by the Rev. Clinton Locke, D.D. The bishop left six surviving children. Bishop Whitehouse was a laborious worker, and during his entire ministry allowed himself no respite from toil in his Master's services. He was an accomplished scholar, versed in Greek, Latin and Hebrew, and conversant with French, German and Italian. He had very considerable skill as a poet, musician and painter, and was, besides, well versed in medical and other sciences. He had studied standard legal works, and in canon law and ecclesiastical jurisprudence had certainly no equal in America. He was a ready and finished speaker and logician, an eloquent reader, and a powerful pulpit orator. Especially as an extemporaneous speaker did he attract, his written discourses being

of Illinois, by whom the opening sermon was delivered in 1867 in the Chapel of Lambeth Palace. Oxford and Cambridge Universities conferred degrees upon him; in Russia and Sweden he met with cordial welcome from the Patriarchs and Bishops, and in America he was the first Bishop to recognize Swedish orders and inter-communion and receive a Swedish priest into the American Church. The great work of Bishop Whitehouse was the foundation of the Cathedral system in the United States. Holding that a bishop was incomplete without his Cathedral Church he founded, amid great opposition and prejudice, a Cathedral Church in Chicago, which grew in size and beauty and extended influence. The Cathedral of Saints Peter and Paul thus became the pioneer fruit of this great idea, which has now culminated in the many Cathedrals established in this country, and which ensure the perpetual retention of the system. Bishop Whitehouse was what would be termed an Evangelical High Churchman. With defined ideas of the powers inherent in his great office, and which he derived by Apostolic Succession, he was yet exceedingly tolerant of all grades of churchmanship. As the overseer of his vast diocese, then continuous with the State, which imposed great personal labor in visiting its distant parishes every year, he was strenuous that there should be no willful and persistent violation of the canons, which he and his clergy had alike vowed to obey. He accordingly brought to trial and deposed Rev. Charles E. Cheney, as will be perceived in the narrative of that event. In person, Bishop Whitehouse was of middle height but singularly erect, of commanding presence, and with a voice of great compass and power. He left large volumes of unpublished notes and valuable papers, which he had declined to commit to print, although they were of great value to all students of theology.

ST. JAMES' CHURCH.—The history of this Church, which was the first Episcopal Church organized in the Chicago, was given in the preceding volume to the time of the abandonment of the old building on the corner of



ST. JAMES' CHURCH.

Cass and Illinois streets. The last sermon in the old edifice was preached on December 27, 1857, by Rev. Robert H. Clarkson; and in the evening of the same day, the first sermon in the new building, on the southeast corner of Cass and Huron streets, was delivered by Rev. Dr. Littlejohn, afterward Bishop of Long Island. The new edifice was a handsome edifice of Athens stone. When taken possession of, as above narrated, there was a bonded debt of \$30,000, bearing twelve per cent. interest, and a floating debt of \$15,000. After a few years, the latter was paid, but the bonded debt continued a heavy burden, and there was danger of a foreclosure of the mortgage. On Easter Sunday, March 27, 1864, the pewholders were assessed

H. J. Whitehouse

exceedingly profound. A careful and logical student of Bible exegesis, he was "mighty in the Scriptures," and thus was at all times ready with a deep spiritual insight, which made his addresses to the clergy of exceeding value. His attainments caused him to be consulted by the Archbishop of Canterbury, by whom the Anglican Synod was summoned, after conference with the Bishop

pro rata, for the amount to be raised. Every one assessed nobly responded, and the property was freed from incumbrance.

The church was consecrated on May 19 by Bishop Whitehouse, assisted by Bishops McKosky and Kemper, of Michigan and Wisconsin, the sermon being delivered by Rev. Dr. Littlejohn. At that time the church had become one of the strongest in the Episcopal communion. Rev. Robert H. Clarkson remained rector until April, 1866. On the 15th of November, 1865, he was consecrated Missionary Bishop of Nebraska and Dakota. After Bishop Clarkson's departure, Rev. Edward C. Porter took temporary charge of the parish.

At Easter, 1867, Rev. Dr. Rylance assumed the rectorship, and in the following year the congregation entered upon the task of finishing the church-edifice. It was resolved to place a tower on the northwest corner of the building, and to carry a massive stone façade to the street line, forming a spacious vestibule, and over it a commodious chapel for Sunday-school purposes. For these improvements the parishioners contributed, in response to the first appeal, \$22,642. More than this amount being expended the first season, a second appeal secured \$20,000. A third effort raised about \$15,000 more; and still the exterior was not completed, while nothing had been done to the interior, or towards providing accommodation for the school and the other work of the Church, there being still a debt for the work already finished. Building operations therefore ceased; and though a strong effort was made to raise \$40,000 on the bonds of the Church, only \$17,000 of this amount could be placed. The wardens and vestry met at the house of Julian S. Rumsey in the spring of 1870, and the first resolution they passed was that they would not adjourn or leave the room until all the bonds were placed, or agreed to be placed. The object of the meeting was accomplished forthwith by the officials assembled. Work upon the church was resumed, and



RUINS, ST. JAMES' CHURCH.

on Christmas eve, 1870, the congregation assembled in the church to celebrate its completion. The chapel had been finished in the spring and the large basement early in the fall, and these were used for services and school purposes while the interior was undergoing re-

pairs. The improvements made during Dr. Rylance's administration cost over \$100,000, which, added to the original value of the church and lot, swelled its cost to nearly \$200,000.

Rev. Dr. Rylance retired from the parish in January, 1871, and early in the summer Rev. Hugh Miller Thompson, D.D., succeeded to the rectorship. The beautiful church-edifice was destroyed by the great fire of 1871. The tower, however, remained standing, and almost intact.

Many of the young men of this parish entered the Union army during the Civil War. Rev. Dr. Clarkson made the promise from the pulpit that should any of them fall honorably in defense of their country, their names should be inscribed on a memorial tablet placed within the walls of the church. After the war, the vestry desired that this tablet, or soldiers' monument, should form a portion of the finish of the interior of the vestibule, and the erection of the monument was placed in the hands of E. B. McCagg and E. H. Sheldon, who employed Vaux, Withers & Olmstead, architects of New York City, to furnish a design for it. The cost of the monument was \$5,500. Of this amount, Hon. Mark Skinner, David J. Ely and Mrs. Thomas Dyer contributed \$400, Mr. McCagg and Mr. Sheldon, \$3,400, and \$1,700 was appropriated from the tower fund. The monument was erected at the north end of the vestibule, and inscribed upon it are the following names:

Lucius Sherman Larrabee, killed at Gettysburg, July 2, 1863; Edward Hanson Russell, killed at Shiloh, April 6, 1862; William D'Wolf, killed at Williamsburg, June 3, 1862; John Harris Kinzie, killed at Fort St. Charles, Ark., June 18, 1862; Thomas Orchard, died at New Albany Hospital, December 15, 1862; Frank M. Frome, died at LaGrange Hospital, December 27, 1862; Richard Skinner, killed at Petersburg, June 24, 1864; Peter Preston Wood, died December 13, 1865; Louis DeKoven Hubbard, died of consumption April 15, 1866; and Charles H. Hosmer, died January 1, 1867.

GRACE CHURCH.—The sketch of this Church in the first volume closes with a reference to a new edifice to be erected upon a lot secured in 1857, at the northwest corner of Wabash Avenue and Peck Court. For various reasons it was deemed advisable to abandon the building project, and, instead, the old edifice was moved to the new location, and enlarged.

Rev. John W. Clark remained rector until in June, 1859, when, after a successful pastorate of three years, he resigned, to accept a call from Calvary Church, at St. Louis. Rev. DeWitt Clinton Locke, of Joliet, preached his first sermon on Sunday following, August 7. Chicago is noted for long pastorates, and but few of them are more remarkable for length than that of Rev. Mr. Locke, who at the present writing (1885) still remains rector of this Church. In 1867, the demands for a larger building became imperative, and it was decided to carry out the design inaugurated eleven years before. A lot was purchased on Wabash Avenue, a short distance south of Fourteenth Street, upon which the new structure was erected. It was built in the style of architecture prevalent in the thirteenth century, the walls being of Athens stone, and the exterior ornaments of Iowa marble. The cost of the lot was \$25,000, of the church itself \$100,000, and of the furniture \$25,000. The edifice was dedicated on Easter Sunday, March 28, 1869. The old church, on Wabash Avenue and Peck Court, was sold to a Jewish congregation—Kehilath Anshe Maarab.

In the summer of 1870, Rev. Clinton Locke on account of ill health was granted leave of absence and made the tour of Europe, his pulpit meanwhile being filled by Rev. Professor Pitts, Rev. Drs. DeKoven,

Ashley and Schuyler, and the bishops of Georgia and Wisconsin.

ST. JOHN'S CHURCH.—In 1858, this Church, which had been organized February 22, 1856, owed but \$200. In the latter part of the year a movement was set on foot for the erection of a new edifice, the ladies holding a festival at which they realized \$300 toward that purpose. The Church owned a valuable property, was in



GRACE CHURCH.

a sound financial condition, and worked harmoniously. In 1861, a fine organ was purchased. In 1862, the Church celebrated the sixth anniversary of its organization, at which time it was shown that more than three hundred had been added to the membership, over five hundred members were on the rolls, and during the six years more than \$26,000 had been raised. In 1863, two hundred and fifty sittings were added, at a cost of \$3,500, and in 1865, the sittings were increased by two hundred. The year 1866 was remarkable for its additions to the membership, about fifty being added, thirty of whom were from the teachers and pupils of the Sunday-school. In the latter part of June, 1868, Rev. Mr. Bishop received a call from St. John's Episcopal Church, Cincinnati, and tendered his resignation, which the vestry accepted with much reluctance.

The vestry extended a call to Rev. Horatio N. Powers, D.D., late the president of Griswold College, Davenport, Iowa. The call was accepted, and the new pastor commenced his labors on Sunday, November 1, 1868. During that year, the Church finished paying for a lot fronting on Union Park, on which to erect a permanent edifice. On September 15, 1870, ground was broken for a stone building on the northwest corner of Ashland and Ogden avenues. The edifice was intended to cost \$100,000, to be of Athens marble, of the Gothic style of architecture, and surmounted by a tall spire. The furnishing of the interior was to cost \$50,000. The work, though delayed by the losses sustained by the parishioners in the fire of 1871, was finally accomplished, except the erection of the spire.

CHURCH OF THE HOLY COMMUNION.—Previous to the settlement of Rev. Henry B. Whipple as rector of this Church, various clergymen preached for the organization, in different places obtained for the purpose. Their first place of meeting was at the Metropolitan Hall. The old St. James' Church building was also used, as was the hall in Garrett Block, at the corner of

State and Randolph streets. The distinguishing feature of the policy of this Church was that it depended for its support entirely upon the voluntary contributions of those interested in the free church cause. With no rich men among them, the contributions were surprisingly large at first. The great need was a house of worship of their own. A lot was leased by the vestry on the southeast corner of Wabash Avenue and Randolph Street, upon which a frame building was erected. On the 6th of February, 1859, it was ready for occupancy. It was a neat Gothic frame-structure, capable of seating five hundred people, and was dedicated February 6, by Bishop Kemper, of Iowa.

About this time, the rector, Rev. Henry B. Whipple, was made a Doctor of Divinity by Racine College, and in the following summer was elected Bishop of Minnesota. He delivered his farewell sermon to this Church on October 2, and on the 8th of November, with the consent of Bishop Whitehouse, Bishop Whipple held in this church his first confirmation. After the resignation of Rev. Mr. Whipple, the Church extended a call to Rev. J. S. B. Hodges, of Nashotah Seminary, who entered upon his duties Sunday, December 11, 1859, and remained until November 1860.

After his retirement, the pulpit was supplied by Bishop Whitehouse, Dr. Chase, Rev. H. B. Walbridge, of Toledo, and Rev. G. T. Dougherty, D.D.; and at length Rev. J. O. Barton, formerly of the Church of the Ascension, accepted the call of the Church, and entered upon his duties Sunday, April 8, 1861. About the first of January, 1863, a call was extended to Rev. Thomas Smith, formerly of Booneville, Mo. He did not long remain rector; and in the following August, Rev. Mr. Hager took charge of the parish, continuing as rector until Sunday, May 28, 1865. He was succeeded by Rev. John Gierlow, who preached his initial sermon on August 6. His pastorate was of only a few months' duration; and he was succeeded, in the early part of June, 1866, by Rev. William Greene, whose stay was likewise very short, and the Church was then without a pastor until in April, 1871.

In November, 1868, it was evident that a removal of the church from its location on Wabash Avenue and Randolph Street was imperatively necessary, and consequently lots were purchased on Burnside Street, between Twenty-ninth and Thirtieth streets, the new location being more than three miles from the old one. Over this entire distance the church-building was removed, at a cost of \$2,000. Needed repairs were also made and a basement erected under the old building. Services were resumed in the new location on November 27, 1870. Rev. John Wilkinson, of Milwaukee, Wis., was called to the rectorship about this time, and there was a formal opening of the church on Sunday, April 9, 1871, services from November 27 having been conducted in the basement.

CHURCH OF THE ASCENSION.—At the time of the close of the first volume, the Church of the Ascension was worshipping in Westminster Chapel, on the corner of Dearborn and Ontario streets. Rev. J. W. Cracraft was the pastor. He remained not quite a year, being succeeded by Rev. Henry H. Morrell, who preached his first sermon March 21, 1858. A new church-edifice was then in process of erection on Oak Street, between Wells and LaSalle streets. This building was a frame one, cost \$2,400, and was capable of seating three hundred persons. It was dedicated April 22, 1858, and by the fall of that year the Church was reported as self-sustaining. Rev. Mr. Morrell resigned on June 26, 1859, and was succeeded on October 16 by Rev. William

Fulton, from Fremont, Ohio. Rev. Mr. Fulton, however, did not remain long with this Church, being transferred to the ecclesiastical authority of Iowa; and after the services had been suspended for some months, Rev. William H. Cooper, of Waukegan, became rector in March, 1861, and held that position until July 1, 1863. A call was then extended to Rev. S. Russell Jones, of Greenfield, Mass., who commenced his labors in September, 1863.

At that time, the income of the Church from pews rents was only about \$550, but by September, 1864, the revenue from this source had increased to \$1,300. A chancel, belfry, bell and a new organ had been procured during the year, and arrangements made for the removal of the church-building to the corner of LaSalle and Maple streets. After the removal, services were resumed November 20, 1864. In a short time Rev. Mr. Jones resigned his rectorship, and Rev. H. W. Beers entered upon his duties as rector April 2, 1865. In the meantime, the church-edifice had been lengthened about thirty feet, the number of sittings having been increased by two hundred. In the early part of 1867, the church-edifice was removed to the corner of LaSalle and Elm streets, where it was re-opened on Whitsunday, June 9, 1867. Soon afterward Rev. Mr. Beers resigned his rectorship, and the pulpit was filled temporarily by Rev. H. H. Cole, of St. Luke's Church, and others of the city clergy, until January 8, 1868, when Rev. Thomas G. Carver, D.D., assumed charge of the parish, retaining it until July 1, 1869. Various clergymen then supplied the pulpit until October 3, when Rev. C. P. Dorset entered upon his duties as rector. On the 1st of January, 1870, the seats in the church were made free, and the immediate result was very gratifying to all concerned.

CHRIST CHURCH.—This Church was organized in 1856, with fifteen members, Rev. Charles V. Kelly being the first rector. Rev. J. W. Osborne preached at the Protestant Orphan Asylum, May 17, 1857, and on the 20th of that month Rev. Noah H. Schenck took charge of the parish. At the end of the diocesan year in October the number of communicants was eleven. One year afterward the society was in a flourishing condition, and had a new chapel on Monterey Street, between Michigan and Indiana avenues, which was opened May 25, 1859. In January, 1859, Rev. Henry Adams had accepted the pastorate, and officiated at the opening services. In November, Rev. E. B. Tuttle had charge of the Church, and about that time Rev. Charles E. Cheney was called, and shortly afterward became the pastor. In February, 1860, Rev. Mr. Fulton occupied the pulpit, and on March 11, Rev. Mr. Cheney preached his first sermon in this church.

By June, 1861, the church-building was enlarged and improved. Toward the latter part of the year a site for a permanent edifice was purchased, and a fair and festival was held in Bryan Hall December 17, 1862, to raise money to erect a new church-building.

In April, 1863, the following officers were elected: Wardens, A. C. Calkins and G. A. Sackett; Vestrymen, Charles Follansbee, R. A. B. Mills, D. W. Keith, J. G. Deven, J. B. Parsons, W. N. Woodruff, R. Benedict and W. D. C. Grannis. On February 28, 1864, the new building on Twenty-fourth Street was destroyed by fire, and the Church took prompt measures for the erection of another edifice. A meeting was held at the Orphan Asylum March 2, at which \$3,400 was subscribed to this end. In the meantime Rev. Mr. Cheney conducted services in the Calvary Presbyterian Church on Sunday afternoons.

The new church was erected on Michigan Avenue. On August 25, 1864, the corner-stone of the new edifice was laid by Bishop Whitehouse. The church was dedicated in December, 1865, and in that month, twenty-two of the pews were sold for \$11,965, and fifty-eight were rented at prices varying from \$20 to \$120. On June 8, 1866, the cupola of the church was struck by lightning and damaged to the amount of several hundred dollars. In February, 1868, the church was filled to overflowing to hear the Rev. S. H. Tyng, Jr., of New York, upon which occasion the new organ was played for the first time.

In the spring of 1869 commenced the controversy between Rev. Mr. Cheney and Rt. Rev. Henry J. Whitehouse, D.D., Bishop of the Diocese of Chicago. Mr. Cheney was accustomed to omit certain words from the baptismal service. This omission continued some time without coming to the knowledge of the bishop, and then he learned of it only by accident, and resolved to prevent, if possible, a deviation from the ritual. After collecting proof of the truth of what had been casually reported to him, the bishop notified Mr. Cheney that in thirty days he would be required to answer to the charges preferred against him, and that adhering to his "clear convictions of duty" must end in his deposition.

What was called the "Chicago Protest," was dated February 18, 1869. It was sent to various parties throughout the country, with a request that those who approved of it should append their names, and signify whether they were in favor of a meeting to be held in Chicago in June, for the discussion of questions involved in the protest. So many favorable replies were received that the Evangelical Conference was set for June 16. In the meantime, there was much discussion in all parts of the country on the questions of a revision of the prayer-book, and of a separate and Reformed Church. A committee of fifteen clergymen was selected in April, by the Clerical Association of the Protestant Episcopal Church, to inquire into the subject, with the view of harmonizing the action of that part of the Church for which they would act. It was thought that a report from such a committee would exert a vast influence on the counsels of the association and aid them in reaching satisfactory results. The following are the names of the committee: Rev. A. H. Vinton, D.D.; Rev. S. H. Tyng, D.D.; Rev. W. A. Muhlenberg, D.D.; Rev. J. S. Stone, D.D.; Rev. E. H. Canfield, D.D.; Rev. H. N. Powers, D.D.; Rev. John Cotton Smith, D.D.; Rev. Richard Newton, D.D.; Rev. D. R. Goodwin, D.D.; Rev. W. R. Nicholson, D.D.; Rev. L. W. Bancroft, D.D.; Rev. William Sparrow, D.D.; Rev. William Newton, Rev. Otis Kellogg, and Rev. Charles E. Cheney.

The Evangelical Conference, which was convened to hear the report of this committee, and to discuss the "Chicago Protest," met in the prayer-room of the Young Men's Christian Association Building, June 16, 1869. The Conference was called to order by Alexander G. Tyng, of Peoria, and, after devotional exercises by Rev. Mason Gallagher, of Paterson, N. J., Gurdon S. Hubbard was made temporary chairman. The protest was read by Rev. N. N. Cowgill, of State Line, Fulton Co., Ky. In the afternoon, there was an earnest discussion on the question: "What shall we do?" participated in by Rev. F. B. Nash, of Tiskilwa, Ill.; Rev. William H. Cooper, of Lockport, Ill.; John H. Kedzie, of Chicago; Rev. Dr. Newton, of Philadelphia; and Rev. Mr. Bourne. All expressed themselves as having no desire to leave the Church, but all maintained the "undeniable right of private judgment upon, which the Church and the Reformation were founded." Mr.

Cheney closed the discussion by a few remarks on the great importance of the subject. It was the great underlying one. Were they to go on using a prayer-book which many thought false doctrine, or which, in its *ipsissima verba*, conveyed to unlettered people an untrue meaning? He hoped the time would come when they could have a pure liturgy, reflecting the teachings of Christ the Master. In the evening, the revision of the prayer-book was discussed at length. On the 17th, the discussion of the revision of the prayer-book was continued. Rev. Mr. Cheney referred to the letter of Bishop McIlvaine, in which the latter said the Reformers had no intention of teaching spiritual regeneration, and that if they had no such intention they had made a great blunder in language. Mr. Cheney urged immediate action on the question of revision. If they were to conquer they must not delay. As for himself, he was not going out of the Episcopal Church. No man could put him out. He would fight the battle in the Church; and if they all left him, he would climb to the mountain-top of communion with his God, and claim that he was the Protestant Episcopal Church.

The number of delegates from abroad in attendance at the conference was fifty-seven. The discussions in the conference had no influence on Bishop Whitehouse, so far as abandoning the trial was concerned. Mr. Cheney was arraigned for trial on July 21, 1869, in the chapel of the Cathedral of Sts. Peter and Paul. The charges against him were three in number. The first was that he had violated Article VIII. of the constitution of the Protestant Episcopal Church, which provides that in those dioceses which have adopted said constitution, the Book of Common Prayer, administration of the sacraments, and other rites and ceremonies of the Church, when established by the General Convention, shall be used in the Protestant Episcopal Church. The second charge was that he had violated his engagement to conform to the doctrines and worship of the Protestant Episcopal Church. The third charge was that he had violated the solemn promise made by him at his ordination, which was "always so to minister the doctrines and sacraments, and the discipline of Christ, as the Lord had commanded and as this Church hath received the same, according to the commandments of God."

The ecclesiastical jury was composed of Rev. Dr. Samuel Chase, of Jubilee College; Rev. Dr. Henry N. Pierce, of Springfield; Rev. Thomas W. Benedict, of St. Luke's Parish, Wyoming; Rev. J. Benson, of Peoria; and Rev. A. W. Snyder, of Chicago. The presentors were Dr. George F. Cushman, of Sycamore, Ill.; Rev. R. F. Sweet and Hon. L. B. Otis, of Chicago. Hon. L. B. Otis was the counsel for the prosecution, and Hon. Melville W. Fuller for the defense. The proctors for the defense were George W. Thompson and M. Byron Rich.

Upon the proper constitution of the commission for the trial, Bishop Whitehouse made a statement of the reasons why the trial was brought; that he had done all in his power, by explanation, argument and appeal, to induce Rev. Mr. Cheney to conform to the worship of the Church and the administration of the sacraments, to which he, on ordination and as a priest in the Church, had solemnly promised conformity; and that at the termination of the interview, Mr. Cheney had proposed to consider the matter for one week, at the end of which time decision should be made. At the expiration of the time agreed upon, Rev. Mr. Cheney had sent the following note:

"CHRIST CHURCH RECTORY,

"CHICAGO, June 8, 1869.

"*Rt. Rev. and Dear Sir,*—I regret the circumstances which compelled me to delay for a few hours the answer which I promised to send you in one week from our conversation on Monday, 31st ult. After the most serious and prayerful deliberation, I can only say that I have been able to arrive at no other conclusion than that already expressed to you.

"Very truly yours,

"CHAS. EDWARD CHENEY.

"RT. REV. H. J. WHITEHOUSE, D.D."

Bishop Whitehouse hence concluded, "that the said Rev. Charles E. Cheney, rector of Christ Church, Chicago, is under imputation of being guilty of offenses and misconduct for which he is liable to be tried, and that the interests of the Church require an investigation."

The 21st was spent in an attempt to prove that the court, as constituted, had no jurisdiction in the case, but the objections were overruled. On the next day, an injunction was granted against further proceeding of the assessors, by Judge John A. Jameson. The Court thereupon requested that the trial be postponed until Thursday, July 29, and the bishop, while denying the right of the civil tribunals to interfere in the administering of the ecclesiastical discipline of the Church in the trial of its ministers, postponed the Court until that day. On the 3d of August, a motion to dissolve the injunction was overruled by Judge Jameson, and it was then decided that the case be carried before the Supreme Court at the September term.

On the 5th of August, a supplemental bill was filed by Rev. Mr. Cheney, in which he called attention to the fact that there were two types of belief in the Protestant Episcopal Church, viz., the Evangelical and the Sacramentarian; and also stated that the bishop had, before the commencement of the proceedings against him, openly declared that he intended "weeding the low-church clergymen out of the diocese." The Ecclesiastical Court met on the same day, and made public the grounds of their complaint against the interference by the civil tribunal, and then Rev. Samuel Chase, as presiding officer, adjourned the Court until September 15; and upon its assembling on that day, it was again adjourned until November 16, the case having been taken before the Supreme Court on the 13th inst. The Supreme Court, on January 24, 1871, dismissed the bill and dissolved the injunction, the judgment of the Court being delivered by Judge Thornton, who held that presentment being made, with due service, the Ecclesiastical Court had power to take cognizance of and to decide the case.

The Supreme Court defended the right of the Church to establish and enforce its own laws, upon the ground that such a right is essential to religious liberty. It said:

"We have no right, and, therefore, will not exercise the power, to dictate ecclesiastical law. We do not aspire to become *de facto* heads of the Church, and, by construction or otherwise, abrogate its laws and canons. We shall not inquire whether the alleged omission is any offense. This is a question of ecclesiastical cognizance. This is no forum for such adjudication. The Church should guard its own fold; enact and construe its own laws; enforce its own discipline; and thus will be maintained the boundary line between the temporal and spiritual power."

The Ecclesiastical Court re-assembled February 1, 1871. In the afternoon, Rev. Mr. Cheney read a statement, unreservedly admitting that he had made certain omissions from the prescribed office for the ministration of infant baptism, but he denied the truth of the three charges made against him. He denied Charge I., on the violation of Article VIII., inasmuch as said Article

has no relation to any omissions made by an individual minister, etc. He denied Charge II., inasmuch as the promise to conform to the doctrine and worship of the Protestant Episcopal Church had never been regarded as involving the obligation to use the very words of every service under all exigencies that might arise in the work of the ministry. He denied Charge III., inasmuch as at his ordination he solemnly vowed that he would instruct the people committed to his charge, and teach nothing as necessary to eternal salvation but that which he should be persuaded by the Scripture; and he was not persuaded that the doctrine which connects regeneration inseparably with baptism might be concluded and proved from Scripture.

The Ecclesiastical Court having pronounced the guilt of Rev. Mr. Cheney, he gave notice of an appeal. The appeal was, however, given up on February 6, 1871, and on the 18th of that month, the bishop read the verdict of the Court, and then sentenced Mr. Cheney to be suspended from the exercises of all the offices and functions of the priesthood and ministry of the Church of God, until such time as assurances should be given of contrition for the past, and of conformity in the matter wherein he had offended for the future.

Mr. Cheney presented the following solemn protest to the action of the Court:

"I, Charles Edward Cheney, a Presbyter of the Protestant Episcopal Church and rector of Christ Church, Chicago, do enter my solemn protest against the constitution, the mode of procedure, the rulings, and the verdict of the Ecclesiastical Court by which my so-called trial has been conducted. From its decision and verdict, and from the sentence this day pronounced, I appeal to the judgment of the Protestant Christianity and to that Supreme Tribunal before which all must appear.

"CHARLES EDWARD CHENEY.

"CHICAGO, February 18, 1871."

On the same day, a meeting of the wardens and vestrymen of Christ Church was held, at which it was unanimously resolved that Rev. Charles E. Cheney be requested to continue his services as rector. In response to this resolution, Rev. Mr. Cheney preached on February 19, 1871, in Christ Church. He read to the congregation the above resolution, and a letter to himself, signed by Wardens F. B. Phillips and Albert Crane, explanatory of the reasons which led to the adoption of the resolution. This letter was to the effect that Rev. Mr. Cheney had been singled out for trial and deposition, while others in the Protestant Episcopal Church were equally guilty with reference to omissions of portions of the offices; that nine bishops of that Church had signed a solemn declaration that the right should be granted to drop the troublesome word "regeneration"; that the Court which tried him, besides being prejudiced against him, had not been legally constituted, and hence its decisions were of no binding force upon him; and that a forcible separation of pastor and people would have a fatal effect upon the great work in which Christ Church was engaged.

Thus the congregation of Christ Church assumed as contumacious an attitude as its pastor, who for his defiance of the authority of the Ecclesiastical Court, was, on March 28, 1871, notified by Bishop Whitehouse of a new trial to take place May 3, 1871.

In the presentment to the Bishop of Illinois by the presentors,—Rev. William F. B. Jackson, rector of the Church of Our Savior, Chicago; Rev. George F. Cushman, D.D., rector of the Church of the Redeemer, Princeton, Ill.; and Lucius B. Otis,—there were four charges, the principal one being "Contumacious violation of the laws of the Church of God, in respect of the exercise of the offices and functions of the priest-

hood and ministry of the same, and in respect to ecclesiastical sentences and penalties"—the others, except the first, having reference to his violation of the ordination vow. The new trial commenced on the 3d of May, in the Cathedral, on the corner of Washington and Peoria streets, before the following Court: Rev. Clinton Locke, D.D., rector of Grace Church, Chicago; Rev. J. L. Townsend, rector of Trinity Church, Jacksonville, Ill.; Rev. F. M. Gregg, rector of St. Paul's Church, Springfield, Ill.; Rev. W. H. Williams, rector of St. Luke's Church, Dixon, Ill.; Rev. W. W. Estabrook, rector of Christ Church, Ottawa, Ill. M. W. Fuller, M. B. Rich and G. W. Thompson appeared for Mr. Cheney, and on his behalf objected to the jurisdiction of the Court.

As an incident in the history of this trial, it may be mentioned that, on Sunday, June 4, 1871, Rev. Stephen H. Tyng, Jr., of New York, preached both morning and evening in Christ Church, notwithstanding he had been the recipient of a note from Bishop Whitehouse, reminding him of the canon forbidding his participation in the services with a deposed clergyman. Among the evidences of the interest in the controversy and sympathy with the deposed clergyman, was a letter addressed to Mr. Cheney, signed by sixty-five influential members of Dr. Tyng's Church, among whom were the Tyngs, Rev. Cotton Smith, Jay Cooke, and Columbus Delano, urging him to go on with his preaching, discipline or no discipline.

Thus matters continued for some time, until, on July 8, the bishop notified the wardens of Christ Church that on the 13th of August he would make a visitation of that Church, for the purpose of examining the state of the Church, administering the rite of confirmation, ministering the word, and administering the sacrament of the Lord's Supper, and requested them to secure the services of a minister in good standing to assist him (the bishop) in the ceremonies, "inasmuch as the parish of Christ Church is now without a rector." To this communication the wardens responded at considerable length, saying, in substance, that their Church had a rector in good standing; that all epistolary correspondence, to insure attention, should be addressed to Rev. Charles E. Cheney, rector, whose contract with the Church still remained in full force; that the day selected by the bishop would not be a convenient one for them to see him, but that upon any other day they would be glad to receive him, and to assist him and their rector in the ceremonies referred to, and suggested the selection of the tenth Sunday after Trinity.

The attitude of Right Revs. H. B. Whipple, Bishop of Minnesota, and Henry W. Lee, Bishop of Iowa, is shown by their visit to Bishop Whitehouse, with the view of obtaining, if practicable, a mitigation of the sentence, or at least a postponement of its infliction until after the General Convention should assemble. Bishop Whitehouse, in deference to the views of these two bishops, deferred final action for a few days, conferring meanwhile with friends and advisers, and then carried out the decision of the Court, degrading Mr. Cheney from the ministry of the Church of God.

The bishop, in reply to the note of the wardens, authorized them to name a later day for his visitation. Subsequently a letter was sent to the bishop by the wardens, in which they said they took that mode of disabusing the mind of the bishop of any possible impression that Rev. Mr. Cheney would not officiate as rector of Christ Church whenever the bishop should hold a visitation; the understanding previously being, on the part of the bishop at least, that on that occasion the Rev.

C. V. Kelley would officiate, as he had done on the 17th of July. The letter also stated that an official notice from the bishop of his intended visit, addressed as previously to the pastor of the Church, Rev. Charles E. Cheney, would insure the attendance and presentation, by him, of such candidates for confirmation as might be in the city on the 10th of September. The assumption of this attitude by the wardens was a great surprise to Bishop Whitehouse; but he was not to be dismayed, and, in accordance with his purpose, he wrote to the wardens these words:

"I am sure, gentlemen, you do not suppose, as your bishop, I shall shrink from my duty of visitation, nor in any way sanction the presence or interference of Mr. Cheney, should you or he persist in so bootless an assumption. No authority exists in a congregation to determine the expediency of a visitation, nor prescribe conditions for its exercise. Welcome or unwelcome, the bishop must visit his churches, and the congregations under his jurisdiction must receive him."

The visitation was accordingly made, and the church was filled to its utmost capacity. The candidates for confirmation all declined to be presented to the bishop except by their own pastor, and as the bishop would not so receive them, the main purpose of the visitation was frustrated. The vestrymen declined to allow Mr. Cheney to vacate his place in the chancel, and the bishop declined to officiate by the side of a deposed rector, and, as the time of the opening services drew nigh, he withdrew by a side-door. The services were then conducted as usual by Rev. Mr. Cheney, the sermon being from the text: "I must work the work of Him that sent me while it is yet day. The night cometh in which no man can work."

The case of Rev. Mr. Cheney and Christ Church was referred to by Bishop Whitehouse in his address to the Episcopal Convention which met in September, 1871; and this portion of the address was referred to the committee on legislation. This committee reported on September 15, recommending that certain preambles and resolutions be adopted. The main resolution was:

"That legal proceedings shall be taken to prevent the further diversion and mal-administration of the property and revenues of said parish of Christ Church, Chicago, and to effect the rescue of the same for their legitimate and godly uses."

The case of Rev. Mr. Cheney was submitted to the General Convention of the Protestant Episcopal Church, which met in Baltimore in October, 1871. A canon was passed by the Convention, early in its session, by which Dr. Cheney could have removed temporarily into another diocese, and, by the consent of two bishops, chosen by lot, could have been restored upon simply renewing his promise of conformity. Afterward, another canon was passed by both the houses, having the sanction of the Bishop of Illinois, leaving the question of the restoration of Rev. Mr. Cheney almost entirely in his hands.

In May, 1872, a bill in this case was filed on behalf of three of the pew-owners of Christ Church, to injoin Rev. Mr. Cheney from officiating in the church-building of that parish, and the wardens and vestrymen from employing and paying him for so doing. To this bill a demurrer was opposed, which, after elaborate argument, was overruled by Judge E. S. Williams, who, however, refused to grant the preliminary injunction asked for, as not being required under the circumstances of the case. Answers were then filed, denying, among other things, that Rev. Mr. Cheney had been deposed, which deposition constituted the gravamen of the bill. A large amount of testimony was taken in the case, and

upon the ecclesiastical side of it the depositions were many and elaborate. The following persons testified for the complainants: Hon. Murray Hoffman; Bishops Whitehouse, Odenheimer, and Kipp; Drs. Fulton, Seymour, Dix, Locke, Chase, and Deene, and Revs. Stocking, Hopkins and Kinney; and for the defendants, Bishops Whipple, Vail, Cummins; Dean Stanley; Drs. Goodwin, Newton, Tyng, Nicholson and Powers, and Rev. T. W. Mossman.

The hearing and arguments of the case covered a period of about thirty days. After a careful examination of the testimony, of authorities, and the views of counsel, the case was decided in favor of the defendant, and the bill dismissed by Judge Williams for want of equity.

A statute was then in existence, or supposed to be, making the Bishop of Illinois a corporation sole, and some feeling adverse to the vesting of church property under that act had grown up among some Episcopalians in Chicago and especially among the congregation of Christ Church. Feeling strongly opposed to the vesting of title to church property in any one man, several, perhaps many, of the contributors to Christ Church strenuously insisted that the property should be vested in a board of trustees, to be elected by the congregation, and not in the bishop as sole trustee. Legal advice was had as to the proper method of conveying property, and it was at length conveyed to the Trustees of Christ Church, as being the designated grantees in the deed of the property.

Judge Williams, in giving his decision, said:

"I can not avoid the conclusion that the Board which the Standing Committee of the Diocese had selected for the trial of the defendant Cheney, was, in view of his express stipulation and their election under the well-settled rules of law, a Court of five presbyters, and their presence and action was necessary at all stages of the trial; although not all present at the rendition of the verdict, the verdict of the majority was sufficient; and that the action of four assessors (no one of them having willingly withdrawn) in finding said Cheney guilty was unauthorized and void."

REV. CHARLES EDWARD CHENEY, D.D., was born at Canandaigua, Ontario Co., N. Y., February 12, 1836. His father, E. Warren Cheney, was a native of Western Massachusetts, and his mother was a daughter of Hon. Lemuel Chipman, one of the early settlers of New York, and she was also a niece of Hon. Nathaniel Chipman, an honored Chief-Justice of Vermont. Charles was obliged to provide in part for himself in his preparation for college, also during his college course and in the theological seminary. He was graduated in Hobart College, Geneva, N. Y., in 1857, and entered the middle class in the Theological Seminary of the Protestant Episcopal Church, at Alexandria Va., in the fall. In December, 1858, he was ordained deacon by Bishop Delancey of Western New York, and commenced his ministry in Havana, N. Y. In August, 1859, he was called to the rectorship of Christ Church, Chicago, but declined the position on account of being yet in deacon's orders. In November, 1859, the call was renewed and accepted, the Church offering to wait until Mr. Cheney was ordained to the priesthood. He was ordained a presbyter in February, 1860, and preached his first sermon in Christ Church on March 11, 1860. The congregation grew strong in numbers and influence and Rev. Mr. Cheney became recognized as one of the most successful and popular pastors in the city. This satisfactory condition of affairs in the Church continued until the spring of 1869, when the difficulty, which is fully detailed in the history of the Church, arose, and was one of the causes leading to the establishment of the Reformed Episcopal Church in this country. Rev. Mr. Cheney continued his pastoral work in the Church which had stood by him from the beginning of his trials to his victory. Upon the death of Bishop Cummins, on June 26, he was senior bishop of the denomination, and at the meeting of the General Council of the Church, held at Ottawa, Canada, July 12, he was elected the presiding Bishop of the Reformed Episcopal Church. Rev. Mr. Cheney was married April 25, 1860, to Miss Emma Griswold, of Chicago, daughter of Alexander and Clarissa B. Griswold, of Summit County, Ohio.

TRINITY CHURCH.—The history of this Church was given in the preceding volume to include the epoch

covered by the present. Its history after the fire will be treated of subsequently.

ST. STEPHEN'S CHURCH was commenced in January, 1862, by Grace Church, as a Mission, at the corner of Desplaines and DeKoven streets. In August, Rev. C. H. Van Dyne became assistant minister of Grace Church, with special charge of this Mission. In 1863, the Mission was erected into St. Stephen's Parish. Rev. L. N. Freeman became rector March 29, 1864, Rev. Marcus Lane in 1865, and Rev. Albert W. Snyder in the summer of 1865. A church-building was purchased, moved upon the lot on Forquer Street, near Blue Island Avenue, and put in complete repair. It was capable of seating nearly three hundred people. In 1869, Rev. Mr. Snyder was succeeded by Rev. C. P. Dorset; who was followed, in 1870, by Rev. March Chase, whose pastorate lasted until 1872.

ST. MARK'S EPISCOPAL CHURCH was started as a Mission in 1864, by Rev. E. B. Tuttle, who had for some years been city missionary at St. Ansgarius' Church, and for about one year post-chaplain at Camp Douglas. The first sermon preached by Rev. Mr. Tuttle, to what afterward became St. Mark's Church, was in the latter part of 1864, or very early in 1865; for one of the daily papers of January 29, 1865, contained the following notice: "This Church meets in the Erie street Mission House, Rev. E. B. Tuttle, rector. He also holds services at White Oak Chapel, at Camp Douglas, as post-chaplain." After his services as chaplain were no longer required, Mr. Tuttle labored zealously in the old camp chapel, which was removed to a new site a little outside the camp, and added a Sunday-school to his Church. It soon became necessary to erect a new building. The location was determined by the donation of lots by the Langley heirs, at the corner of Cottage Grove Avenue and Thirty-sixth Street. Hon. William B. Ogden subscribed \$300 toward the erection of the edifice, on the condition that \$5,000 additional be obtained. By March 16, 1866, Mr. Tuttle had raised \$2,200, and in one year a handsome Gothic building had been completed, at a cost of \$8,000.

The new edifice was opened for service March 10, 1867, the dedicatory sermon being delivered by Rev. Clinton Locke. At that time the parish had about twenty-five families and thirty communicants, and the Sunday-school contained about forty scholars. After Rev. Mr. Tuttle, Rev. Mr. Wood was pastor, and was succeeded by Rev. Brockholst Morgan, who remained till 1872.

THE PRESBYTERIAN CHURCH.

THE FIRST PRESBYTERIAN CHURCH.—The history of this Church closed in the preceding volume with the pastorate of Rev. Harvey Curtis, who resigned to accept the presidency of Knox College, at Galesburg, Ill. His farewell sermon was preached on September 1, 1858. Rev. S. S. Smith, of Warren, Mass., succeeded

June 7. In July, 1859, Sylvester Sexton donated \$500 toward the establishment of a "pastor's library," and in the following December, raised the amount to \$1,000. The pastorate of Rev. Dr. Humphrey lasted until 1868. Of his work in Chicago, Rev. Dr. Barrows, in an historical sermon, delivered June 24, 1883, at the semi-centennial anniversary of the Church said: "Dr. Humphrey came to you from the Plymouth Congregational Church, Milwaukee, in May, 1859. He found the Church strong and united, and he discovered everywhere the fidelity of Dr. Curtis's ministry. During his nine years' pastorate Dr. Humphrey witnessed the building, at the cost of \$22,000, of a spacious and convenient



FIRST PRESBYTERIAN CHURCH

chapel attached to the church, the addition to the church-building of two beautiful towers, the erection on Griswold Street, at a cost of \$21,000, of a mission-school capable of seating one thousand scholars, \$250,000 raised for general benevolence and the work of the Church, an annual accession of from sixty to eighty members, nearly one-half on confession, and the remarkably fine organization of this people, younger and older, for spiritual beneficence and for Christian efficiency in Sunday-school and mission enterprises. Dr. Humphrey's ministry covered the dark and exciting years of the Civil War. Members of this Church were enrolled among the Nation's defenders and among the Nation's martyrs. Much energy and thought were given to public affairs, and yet rarely has a pastorate witnessed a steadier flow of spiritual activity and life. It was with many tears that, on February 3, 1868, this ministry was ended."

After the retirement of Dr. Humphrey, the pulpit was supplied by Professor Franklin W. Fisk, of the

Z. M. Humphrey

temporarily to the pulpit. Rev. Z. M. Humphrey, of Milwaukee, was called to the pastorate, preached his first sermon on April 10, 1859, and was installed on

Arthur Mitchell

Chicago Theological Seminary, for six months. Then followed the long pastorate of Rev. Arthur Mitchell, from November 10, 1868, until August 9, 1880. Just before the close of his third year, the fire of 1871 swept away the elegant church-edifice, Sunday-school house and mission-building, and the homes of many of the members.

SECOND PRESBYTERIAN CHURCH.—The growth of the membership of this Church in 1858 was especially memorable, there having been added to the church-roll nearly one hundred persons, making a total of five hundred and eighty-seven since the organization of the Church. The church-building, on the corner of Wabash Avenue and Washington Street, was regarded at that time as one of the finest in the West. It was constructed of bituminous limestone, and was known as the "spotted church," on account of the exudations from the stone of the dark-colored, crude petroleum. By the profane, it was known as the "Church of the Holy Zebra."

The condition of the Church, at the commencement of the second period of our history, can best be shown by extracts from a sermon delivered on June 1, 1862, the twentieth anniversary of its organization, by Rev. Robert W. Patterson, who was its pastor continually during the first thirty-one years of its existence.

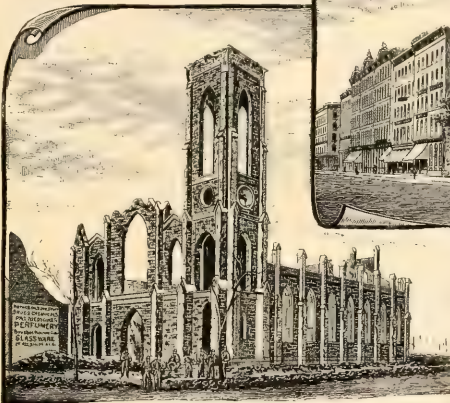
"Our internal history has been marked by many dispensations of God's special providence and grace. Under the guidance of an eldership of extraordinary wisdom and faithfulness, the movement of the Church has been steady and self-consistent. We have seen among us few developments of inconsiderate impulse, few attempts at hazardous experiment, few departures from the evangelical faith. Our peace and unity have not been seriously interrupted, even when storms raged without. Threatening clouds have at times hung over us, but they have given place to the rainbow of hope and promise. Our growth by enlargement from hopeful conversions has been quietly continued from year to year. * * *

It has been our painful duty to excommunicate, or suspend from church privileges, twelve persons, eight of whom have come to us by letter from other churches. We have dismissed to other churches, almost entirely to new churches in the city and its vicinity, or to churches abroad, two hundred and ninety-four members. * * *

The religious activity and benevolence of the Church and congregation have been, and are, deserving of high commendation. We have borne a good relative share in the tract, Sabbath-school, educational and general missionary enterprises of the city and the country. Besides sustaining the Sabbath-school immediately connected with the Church, our working membership has established and long kept in operation two or three of the best flourishing and useful mission-schools in the city, one of which has been in successful operation more than seventeen years. And in addition to the expenses incurred in the erection of church-edifices by way of the ordinary annual outlays, amounting to about \$120,000, we have contributed to the cause of general benevolence nearly \$80,000."

At the twenty-fifth anniversary of the organization of this Church, the pastor said that no other people had contributed more liberally to the cause of caring for the poor and neglected classes. For the immediate benefit

of the Church there had been spent from \$150,000 to \$200,000, and for other purposes from \$125,000 to \$150,000. The first Mission Sunday-school was organized and carried on for twenty-five years by members of this Church, and other churches had sprung up from this one—namely, Olivet, Westminster and Lake Forest Presbyterian churches, and it has given material strength to the North, Calvary and Hyde Park Presbyterian churches. In February, 1869, the propriety of



SECOND PRESBYTERIAN CHURCH AND RUINS.



selling the church property began to be discussed, but no action was then taken. However, the discussion was not without its results, and on October 1, 1871, the congregation assembled in their old building designedly for the last time. Rev. R. W. Patterson, in his sermon on that day, said that in 1860 the movement of the people was southward,

and business was encroaching on the Church. The problem, therefore, presented itself, "How shall the congregation be kept from extinction?" A removal farther south was determined upon; and, in order not to have too many Presbyterian churches in the same locality, the Olivet and Second Presbyterian united, as is related in connection with the history of the former in the first volume. But had not the change of location been determined upon as early as October 1, 1871, it would have been settled by the great fire of one week later, which destroyed all that was combustible of this "queer-looking, mottled church-building." The church destroyed cost about \$45,000, and the loss was estimated at \$55,000. Up to this time, the Second Presbyterian Church had contributed to benevolent purposes from \$150,000 to \$175,000, besides what had been expended within the Church.

The constitution of the Session was given in the first volume up to 1862. In January of that year, Zuinglius Grover and Hiram F. Mather were added to it. In April, 1866, John S. Gould, Mark Skinner and George E. Purington were added. George M. High and Henry J. Willing were elected and ordained elders in April, 1869; and in October, 1871, by the union of this

Church with the Olivet Presbyterian, Oscar F. Avery and Dr. F. Crumbaugh were added to the Session.

REV. ROBERT W. PATTERSON, D.D., was born January 21, 1814, in Blount County, Tenn., the son of Alexander and Sarah (Stevenson) Patterson. His parents emigrated to America about the middle of the eighteenth century, and removed to Tennessee from South Carolina soon after 1800. Shortly after the birth of Robert, his parents removed to the neighborhood of Maryville; but being very strongly opposed to slavery they determined to leave Tennessee and come to Illinois, which was a free State. At the early age of from four to five years, Robert W. had learned to read at home, his mother being his teacher, while his elder brothers and sisters were at school. She exerted a strong influence upon all her children by religious instruction and example. The removal to Illinois occurred about the close of 1821, and a settlement was made in Bond County, where Mr. Patterson died in 1824. Robert W. Patterson began to attend school at the age of nine, but only went six months. At the age of eighteen he taught school two or three terms. He became a member of a Presbyterian Church in 1832. In the same year he entered the preparatory department of Illinois College, and the college in 1833. He graduated in 1837. While in college he fell in with Garrison's Liberator, and became a zealous abolitionist. Upon becoming convinced that Garrison was tending toward infidelity, he revised his views somewhat and became a moderate anti-slavery man. Upon graduating from Illinois College he went to Lane Theological Seminary, where his professors were Drs. Lyman Beecher, Calvin E. Stowe, Baxter Dickinson and Thomas J. Biggs. In 1838, when the Presbyterian Church was divided into the Old and New Schools, he took sides with the latter, as did the ministry of his parents in Tennessee and his professors in college. The conflict in the Seminary on the slavery question occurred a year or two before he went there, and on that question he took ground midway between the professors and the seceding students. In the spring of 1839, he became tutor in Illinois College, where he remained one year; and the summer of 1840, he spent in supplying the pulpit of the First Presbyterian Church of Chicago, in the absence of Rev. Flavel Bascom, pastor elect. He returned to the Seminary in the fall, and spent the next winter there. In 1841, he went East, and made the acquaintance of Rev. Albert Barnes, Dr. William Adams, and many other ministers of Philadelphia and New York, and also of Dr. George Duffield, of Detroit, whose pulpit he supplied for a few Sundays that summer. While at Detroit, he encountered and combated the pre-millennial theories. The succeeding fall and winter he spent in the church at Monroe, Mich., and had calls from Monroe, Adrian, Ann Arbor, and other places but declined them all to accept one from the Second Presbyterian Church, Chicago, which was organized June 1, 1842. Many efforts were made to withdraw the Presbyterians of Northern Illinois from the General Assembly, in which Mr. Patterson always took conservative ground, though disapproving slavery as an institution, for which it was contended that all Presbyterians were responsible through their connection with the General Assembly. This he disputed, and held that the secession from the General Assembly was not the true remedy for the evil. He was one of ten involved in controversy on account of his position on this subject. He was one of two members of the General Assembly of 1857, at Cleveland, Ohio, who drew up the report, which was adopted by the majority of the Assembly, having been previously approved by leading ministers of Eastern cities. This was the signal for the secession of the Southern members. From this time onward there was peace in the New School Church on this question. During all these years the Second Presbyterian Church continued to grow, and took its place among the most influential in the Northwest. In 1856, the great National conflict arose about the extension of slavery into the Territories, in which Dr. Patterson was active as to the moral aspects of the question; and when, in 1860, Mr. Lincoln had been elected, he took the side of the Government, and throughout the War preached and prayed on the side of liberty and righteous government in no uncertain tones.

From 1865, onward, the drift of the population in Chicago was from the center in all directions. Seeing the impossibility of keeping the church in its location, corner of Washington Street and Wabash Avenue, Dr. Patterson privately expressed this conviction, which was not well received by all. The removal, however, was agreed to by a majority, and on the evening of the first Sunday after, the services were removed to the Olivet Church, corner of Wabash Avenue and Fourteenth Street. The great fire destroyed the church-building just vacated. The union of the Second and Olivet churches was one cause of the resignation, two years later, of the pastor. The Church acted generously in providing for his support on his election as Professor of Apologetics in the Presbyterian Seminary of the Northwest, a position to which he was chosen before resigning the pastorate. He remained professor until the

spring of 1881, when he resigned and engaged to lecture for three years in Lane Theological Seminary, in the Department of Apologetics. In June, 1867, the twenty-fifth anniversary of the church was held, and immediately afterward a furlough was granted to Dr. Patterson to visit the Old World, his salary being continued by the Church, and his expenses being paid by a friend. On January 21, 1884, a notable reception was given Dr. Patterson and his family in the Second Presbyterian Church, at which a large number of old and new friends were present, it being the seventieth anniversary of his birth. He is still vigorous and able to perform ministerial work. Much of his time is given to Biblical and Apologetical studies, and his interest in the welfare of the Church and in public affairs has not abated. Dr. Patterson was married in May, 1843, to Miss Julia A. Quigley, of Alton, Ill. They have had eight children, seven of whom are living—three sons and four daughters. The three sons are John C., who is engaged in practicing law; Robert W., Jr., managing editor of the Chicago Tribune, and Raymond A., who is a journalist. The degree of Doctor of Divinity was conferred on Dr. Patterson in 1856, by the trustees of Hamilton College. Dr. Patterson's theology has always been of the moderate Calvinistic, or New School, type, and in relation to church government he has ever advocated Presbyterianism generously administered, having little sympathy with high-churchism in any form. In 1873, when charges were preferred against Professor Swing by Dr. F. L. Patton before the Presbytery of Chicago, Dr. Patterson was against the prosecution, not believing that Professor Swing had then distinctly developed views inconsistent with his ministerial standing in the Presbyterian Church, whatever may be said in regard to his later teachings. He regarded the prosecution as at least premature and adapted to create an antagonistic interest in the community against Presbyterianism, which might have been avoided without any sacrifice of principle or any real detriment to the evangelical faith; and he now believes that his position then was the wise and truly Christian one, and that the results have fully justified his opinion in relation to this matter, which has been the occasion of so much division and strife. At the same time he has never sympathized with extreme liberalism either in theology or religious practice. He expects to die, as he has tried to live, a moderate, charitable Presbyterian—not a sectarian, but a Christian.

THE THIRD PRESBYTERIAN CHURCH.—The history of this Church closed, in the preceding volume, with the completion of the new building at the corner of Washington and Carpenter streets. The edifice was a very fine one, and was considered a great credit to the city. The pews were sold March 15, 1858, and in June, an organ, made by Mr. Jardine, of New York, was put in the building. On the 28th of August, Rev. A. L. Brooks indicated his intention of resigning, but the Church voted against accepting the resignation; it was, however, accepted later, and Mr. Brooks became pastor of the Second Presbyterian Church, at Indianapolis. His pastorate with the Third Presbyterian Church had lasted three years, terminating November 17 1859. At its beginning, there were about twenty members, and they were worshipping in a small building on Union Street, near West Market Street; during its continuance, the new stone edifice had been erected, and the membership had increased to upwards of two hundred, while the congregation had become large and influential. After the retirement of Mr. Brooks, the pulpit was supplied by various pastors, among them being Rev. R. W. Henry, Rev. Willis Lord, and Rev. Daniel Lord, of New York.

In February, 1860, a call was extended to Rev. Arthur Swazey, who was then preaching at Galena, Ill. He accepted the call, and was installed February 19. Between the retirement of Rev. Mr. Brooks and the installation of Rev. Mr. Swazey, about fifty persons were added to the Church. Rev. Mr. Swazey's pastorate lasted until 1870, and was eminently successful. He was followed by the present pastor, Rev. Abbott E. Kittredge, who was installed in October, 1870.

In the summer of 1871, the church-building was re-modeled and very much improved, after which the audience-room compared favorably with any in the city. A chapel was also erected, adjoining the church on the

west side, for the use of the Sunday-school, and cost \$10,000.

REV. ARTHUR SWAZEY, D.D., was born on June 22, 1824, at Bucksport, Me. His father, Hon. John N. Swazey, was a prominent merchant and a leading citizen of that State, and was State senator for a number of years. His mother, Mrs. Sarah (Buck) Swazey, was a descendant of General Sewell, of the staff of General Washington. Dr. Swazey was educated at Bowdoin College, Brunswick, Me., graduating from that institution in 1844, and from Bangor Theological Seminary in 1847. His honorary degree was conferred by Hamilton College. He was ordained to the ministry in October, 1847, at Brighton, a suburb of Boston, where he was pastor of the Congregational Church ten years. In March, 1856, he was called to the pastorate of the First Presbyterian Church, at Galena, Ill., and remained there until 1860. On the 1st of April of that year, he assumed charge of the Third Presbyterian Church, Chicago. His pastorate continued until 1870, and during these ten years he succeeded in building up a large and very influential congregation. In 1870, he established *The Interior*, a Presbyterian newspaper, the success of which, from the start, was very remarkable, being second only to the *Independent*, of New York City. During the first year of its existence the circulation reached twelve thousand. Dr. Swazey had charge of this paper two years, when the controlling interest in its stock was purchased by Cyrus H. McCormick, in the interest of another style of theology in the Presbyterian denomination. After his retirement from the editorship of *The Interior*, Dr. Swazey preached at Ashland Avenue Presbyterian Church four years, retiring from the latter in 1883. He has also been a regular contributor to the press for many years, and during the last ten years has made a special study of astronomy, with what zeal and success may be inferred from the fact that with his own telescope, of four-inch aperture, he was second only to the Cambridge Observatory in the accuracy of his observations of the initial and secondary contacts of Venus with the Sun at its late transit. The Cambridge Observatory gave the time of contact within one-half a second, and Dr. Swazey within one and a half seconds of the average time. The West Point observatories were third on the list of accuracy, and those of the Naval Observatory, at Washington, D. C., fourth. Dr. Swazey was married, October 7, 1847, to Eliza Ann Wells, of Brunswick, Me. They have four children—Ella Maria, Emeline Rice, Louisa Wells and Sarah Buck.

REV. ABBOTT ELIOT KITTREDGE, D.D., pastor of the Third Presbyterian Church, was born at Roxbury, Mass., July 20, 1834. After attending the district schools for some years he entered Williams College in 1850, and graduated therefrom in 1854. He was then admitted to Andover Theological Seminary, from which he graduated in 1859. In September of that year he was installed pastor of the Winthrop Congregational Church, Charlestown, Mass., resigning the pastorate there in 1863. During six months of the next year, while making a visit to the Pacific Coast, he occupied the pulpit of Howard Street Presbyterian Church. In January, 1865, he was installed pastor of the Eleventh (now Memorial) Presbyterian Church, New York City, remaining there until 1870, resigning in June, to assume the pastorate of the Third Presbyterian Church, Chicago, where he was installed the following October. At that time the church-building was situated on the corner of Washington and Carpenter streets and there was a membership of two hundred and forty. By his energy and zeal there was a continual and rapid increase in the membership, until, in 1878, it became necessary to procure a larger edifice. The elegant edifice erected, in 1871, by St. John's Episcopal Church, was purchased and enlarged, and was occupied until partially destroyed by the fire of October 10, 1884. The success of Dr. Kittredge, as a pastor, is attested by the remarkable growth and prosperity of the Church to which he has ministered since his installation in Chicago. The Third Presbyterian Church has received over twenty-two hundred communicants. The secret of Dr. Kittredge's success is his great executive ability and his sympathetic nature. He is a little below the average stature and of fine physique. In manner, he is affable and pleasant; he adapts himself to persons in all conditions of life; his genial nature brings him into personal relations with each member of his congregation; and as a consequence he is held in high esteem. In the pulpit he affects no style of oratory, but aims to present the Gospel in its simplicity and purity; and he does this with an earnestness and freshness which makes it always new. His sermons are well written and practical, and his delivery is forcible and eloquent. His congregations are always large, and his influence extends to all parts of the country, through the medium of the secular press. The greatest feature of his church work is the conduct of his prayer-meetings. Previous to the assembling of each meeting, he chooses a few interesting speakers, and this, with his zeal and earnestness, has caused his prayer-meetings to become renowned, the average attendance being about five hundred. Dr. Kittredge has always been active in promoting every

proper kind of evangelistic movement, and his long pastorate over this great Church, which is second in size to any in its own denomination in the United States, sufficiently indicates the esteem in which he is held.

SOUTH PRESBYTERIAN CHURCH.—After the resignation of Rev. R. W. Henry, this Church, on April 23d, 1860, elected as his successor, Rev. T. M. Cunningham, who, June 17, preached his first sermon to this congregation. In April, 1861, the total number of communicants was one hundred and ten, and of children in the Sunday-school and Bible-class, one hundred and twenty. In 1861, Rev. T. M. Cunningham was succeeded by Rev. L. J. Halsey, D.D., who remained a few months. His successor, was Rev. W. W. Harsha, who became pastor in September 1862. On the 3d of July,



RUINS, NORTH PRESBYTERIAN CHURCH.

1863, C. M. Howard was elected elder and ordained October 2, 1863. In November, 1864, the Session was enlarged by the election of N. D. Hunter, J. H. Knapp and John Forsythe. In December, a Board of Deacons was ordained and installed, consisting of William Wisdom, John Buchanan and Somerville Thompson. In October, 1866, S. M. Moore, was elected elder, and on the same day J. Whitney Farlin was elected deacon. On January 15, 1867, W. G. Holmes, who had been for nine years an elder and clerk of the Session, was, with his wife, dismissed to join a new religious enterprise then being organized on the West Side under Rev. Dr. Patterson. John Forsythe was then elected clerk of the Session.

Shortly afterward, the dissolution of the church organization occurred. This was the result of the union of the Old and New School Presbyterian churches throughout the United States, and the proximity of the First Presbyterian Church, which had always belonged to the New School branch. The South Presbyterian Church then stood on the McCormick lot, at the corner of Wabash Avenue and Congress Street, having been removed from the lot at the corner of Jackson Street and Edina Place in 1863, soon after Rev. W. W. Harsha became pastor. Rev. Mr. Harsha, upon his resig-

nation of the pastorate, advised the members to unite with the Twenty-eighth Street Presbyterian Church, then recently organized. This advice was quite generally followed, and the Session of the South Church met in the Twenty-eighth Street Church, for the first time, September 11, 1869. Letters were given to thirty-three members from September 11, 1869, to March 25, 1870. Fifty-eight other members of the South Church, by the terms of the union, became members of the Twenty-eighth Street Church. The property thus vacated was rented.

The Sunday-school of this Church was organized soon after the organization of the Church, and was always in a prosperous condition. The list of its superintendents is as follows: Charles A. Spring, Sr., William G. Holmes, C. M. Howard, George B. Dunton and Judge S. M. Moore.

The South Presbyterian Church, though its history was brief and somewhat troubled, claims to have given from its membership more ministers than all the other Presbyterian churches in Chicago. This is a remarkable fact, and the list of these ministers is here appended: Henry E. Lippert, who died early in his ministerial life; Charles M. Howard, a noted evangelist; John Miller; Robert Mackenzie, pastor of Howard-Street Presbyterian Church, San Francisco; J. Garnis Hunter, pastor of a Church in Georgetown, Ky.; Robert K. Wharton, of Waukegan; Maurice Waller, of Manchester, Ohio; and William Justin Harsha, son of Rev. W. W. Harsha, of Omaha, Neb.

THE CENTRAL PRESBYTERIAN CHURCH.—This Church was organized January 29, 1865, with twenty-three members, most of them having previously been members of the North Presbyterian Church. A few days previous to the organization, the Chicago Presbytery met in the South Presbyterian Church, for the purpose of attending to the request of those who desired the organization of a new Church, to be styled the Central Presbyterian Church of Chicago, and resolved that the prayer of the petitioners should be granted, and appointed Rev. Willis Lord, D.D., Rev. F. Seymour and Hon. Lincoln Clark as a committee to consummate the organization.

On the 29th of January, 1865, the committee met in the Central Presbyterian Church, when Judge E. S. Williams and A. H. Hoge were elected elders. Dr. Lord then said that, as the elders elect had been ordained elders in the North Presbyterian Church, all that the committee had to do was to declare them ruling elders in the Central Presbyterian Church. After the charge to the elders and the people, the Central Presbyterian Church was declared duly organized and under the care of the Chicago Presbytery. The original members were as follows: Judge E. S. Williams, Mr. and Mrs. A. H. Hoge, Mr. and Mrs. E. S. Wadsworth, Mr. and Mrs. W. P. Dickinson, Mr. and Mrs. John Woodbridge, Mr. and Mrs. Andrew Blaikie, Mr. and Mrs. Henry Fauntleroy, Mr. and Mrs. Hugh McLennan, Mrs. A. Welch, Miss Olive Collins, Mrs. Thomas Dixon, Mrs. A. D. F. Bruner, Mrs. D. F. Burt, Mrs. A. Jones, Walter Butler, and Miss Elizabeth A. Blaikie.

Rev. Frederick T. Brown was the first pastor, and remained until October 10, 1866, when, very reluctantly, the Church accepted his resignation. The first meeting of the Session was held April 1, 1865. During that year eight members were added to the Church. The Central Presbyterian Church, in which the committee met January 29, 1865, to complete the work of organization, was the original St. James' Episcopal church-building, the first brick church-edifice erected in Chicago, and

stood on the west side of Cass Street, thirty feet south of Illinois Street. After the close of the war, and after the resignation of their pastor, Rev. Frederick T. Brown, the property was sold to Albert Smith, and was finally destroyed in the great fire. The members gradually found their way into other churches, the family of John Woodbridge being the last to go. Mr. Woodbridge was the last elder of the Church, and as such gave letters to the different members of his family, and finally to himself, to the New England Congregational Church, into which they were received.

A Sunday-school was organized soon after the establishment of the Church, of which John Woodbridge was the first and only superintendent. It was well attended as long as it was in existence.

THE FIRST SCOTCH PRESBYTERIAN CHURCH.—Previous to the organization of this Church, eight churches had already been established in Chicago to provide religious homes for that part of the Scottish element in the city who did not attend the American churches. These were the Reformed Presbyterian Church, the Associate Reformed Presbyterian Church, the American Presbyterian Church (O. S.), three United Presbyterian churches, one in each of the three divisions of the city, and all Old School, the South Side Scotch Presbyterian Church (N. S.), and the Jefferson Park Presbyterian Church, all in American connection. The principal reasons for their failure to provide a religious home for the Scottish element were that the leaders in their establishment omitted to lay sufficient stress upon the importance of securing pastors from Scottish schools, and upon the fact that many of the Scotch people were opposed to innovations of every kind. They preferred the "Psalm Book" to the "Hymnal," and were not favorably inclined to the introduction of instrumental music into the services. Hence, when such innovations were made, while American families were attracted and gratified, many Scotch families were displeased and repelled.

Several Scotchmen determined to organize a Church in which the forms of worship that their forefathers had established should be observed, and of which the pastors should be of Scottish birth and education. The leaders of this movement were George McPherson, George Drysdale and James F. Mackie. On December 3, 1865, these gentlemen met to consider the organization of a purely Scotch Presbyterian Church. On January 6, 1866, a paper was circulated in which this purpose was set out, and which received signatures to the number of one hundred and fifty families of those favoring the project. Soon after, the services of Revs. John Fraser, of Thamesford, and John Scott, of London, Ontario, were procured, a temporary organization was effected, a public hall rented, and funds were raised to carry on the work. An application was made for an ecclesiastical organization and connection with the Synod of the Canada Presbyterian Church, because many of its ministers were Scotchmen and consequently familiar with Scottish forms.

On June 7, 1866, the Synod of Canada instructed the Presbytery of London to proceed to the organization of said congregation in Chicago, according to the rules and forms of the Church. The Presbytery of London assembled at Hamilton, Canada, on the 11th of June, during the meeting of the Synod, and appointed Rev. John J. A. Proudfoot to attend to the duties of organizing the said Church. Rev. Mr. Proudfoot came to Chicago, and on Sunday, July 1, gave notice that on July 8 the Church would be organized and four elders elected.

The Church was organized, and was named the First

Scotch Presbyterian Church of Chicago. Following are the names of the forty-six original members :

Mr. and Mrs. D. Gillespie, Mr. and Mrs. R. Watson, Mr. and Mrs. A. Barnet, Mr. and Mrs. D. Pyott, Mr. and Mrs. T. Haddow, Mr. and Mrs. J. Turner, Mr. and Mrs. G. Maurer, Mr. and Mrs. P. McEvan, Mr. and Mrs. T. Gillespie, Mr. and Mrs. J. F. Cowan, Mr. and Mrs. J. Whyte, Mr. and Mrs. G. McPherson, Mr. and Mrs. A. Bennett, Mr. and Mrs. George Drysdale, Mr. and Mrs. James Barnett, Mr. and Mrs. G. Key, Mr. and Mrs. J. Leslie, Mr. and Mrs. A. Drysdale, Mrs. Isabella Clark, John Fraser, Alexander McMillen, Miss C. Fleming, Sarah Cairns, Margaret Wright, Mrs. Isabella Belford, Mrs. Jessie Cavanaugh, Mrs. Susan Mortimer and Miss Ferguson.

On the same day, George McPherson, Andrew Drysdale, Alexander Barnet and Robert Watson were elected elders and on the 17th, George McPherson, previously ordained in the First United Presbyterian Church of Chicago, was inducted into the office of elder and the other three were ordained, and on the 18th, the Session met and was constituted under the moderatorship of Mr. Proudfoot. Services were held in St. George's Hall, on South Clark Street, near Jackson, for about eighteen months, during which time the pulpit was supplied by the Canadian Presbytery. A call was then extended to Rev. R. F. Burns, D.D., of St. Cath-

R. F. Burns

arines, Ontario, and his acceptance awakened considerable enthusiasm among the members. His induction occurred March 20, 1868, in Music Hall, on State Street. This Church, which was self-sustaining from its commencement, increased in membership quite rapidly, and it became necessary to seek a more commodious house of worship. Metropolitan Hall was next occupied, until the congregation completed a church-edifice at the corner of Adams and Sangamon streets. This was dedicated August 16, 1868, Rev. Dr. Ormiston, Rev. Dr. Brown, and Rev. Dr. Robert Burns, of Knox College, Canada, father of the pastor, preaching on that occasion.

Rev. Dr. Burns labored in Chicago three years, cheerfully and successfully. He was a preacher of exceptional ability and rare pulpit eloquence, and these qualifications, combined with eminent scholarship and the novelty of hearing the Word expounded by an Old Country divine, sufficed to attract large congregations to St. George's Hall, Metropolitan Hall, and to the new church-edifice. But during this time, his venerable father had died, and he longed to be again among his relatives in Canada. Receiving a call from the Cote Street Presbyterian Church, Montreal, he therefore accepted it. He took his departure amid many expressions of regret. During his ministry, the Church had steadily increased in membership, and at the close of his pastorate, the rolls contained the names of three hundred and nineteen members.

ROBERT FERRIER BURNS, D.D., was born at Paisley, Scotland, December 23, 1826. His father was Rev. Robert Burns, D.D., pastor, for a number of years, of Laigh Kirk, Paisley, and was the successor in that church of Rev. John Witherspoon, afterward elected president of Princeton College, New Jersey. Dr. Burns, Sr., was generally spoken of as the father of Canadian Presbyterianism, and was a professor in Knox College, Toronto. Robert F. Burns was educated at the high school of his native town. He then attended the Glasgow University four sessions, and afterward studied at Edinburgh one session, under the celebrated Dr. Chalmers and Dr. Cunningham. He then emigrated to Canada, and attended Knox College during the sessions of 1845-46 and 1846-47. He was ordained minister in the Presbyterian Church, July 1, 1847, at Kingston, Ontario, where he remained eight years

as pastor of Chalmers' Church. In July, 1855, he was called to the charge of Knox Church, St. Catharines, Ontario, where he remained until March, 1867; when he was called to the First Scotch Presbyterian Church, of Chicago, as its first pastor, by which he was enthusiastically received, and with which he remained until April, 1870. While in Chicago, he was an active and efficient worker, in connection with D. L. Moody, B. F. Jacobs and D. W. Whittle, in the organization and labor of the Young Men's Christian Association and of the Illinois Sunday-school Association. Upon leaving Chicago, he went to the Cote Street Church, Montreal, where he remained five years, and where, also, he was very active in the work of the Sunday-school. In 1875, he accepted a call to the Fort Massey Church, Halifax, Nova Scotia, of which he is still pastor. Rev. Mr. Burns was married, July 1, 1852, to Miss Elizabeth Holden, daughter of Dr. Rufus Holden, of Belleville, Ontario. They have had nine children, eight of whom are living—four sons and four daughters.

CALVARY PRESBYTERIAN CHURCH (N. S.), was organized July 20, 1859, at the Protestant Orphan Asylum, by the Presbytery. Thirty members united with the Church. The first elders were Ebenezer Jenkins, Bennett B. Chambers and James Otis. Rev. F. W. Graves, of Corning, N. Y., was the first pastor, and he remained until April, 1860. The pulpit was then supplied by various preachers, among them Rev. B. VanZant, of Freeport, N. Y., and Rev. Thomas Sherard. In 1860, a chapel was erected on Indiana Avenue, south of Ringgold Place, with a seating capacity of three hundred, and costing \$2,500. In September, Rev. Edward Anderson, of St. Joseph, Mich., accepted a call from this Church. The church-building was ready for occupancy in October, and was dedicated on November 13. Rev. Mr. Anderson remained about a year, and was succeeded by Rev. James H. Trowbridge, of Dubuque, Iowa, who entered upon his duties in June, 1862. Toward the latter part of the year, the church-building was removed to the corner of Indiana Avenue and Twenty-second Street, and enlarged. On December 3, 1865, Rev. Edward A. Pierce preached his first sermon as pastor, and he was installed on December 22. He remained as pastor until his death, March 8, 1868. He was succeeded by Rev. Daniel Lord, who was pastor until the union of this Church with the First Presbyterian, which occurred soon after the great fire of 1871; when the latter Church erected a building at the northeast corner of Indiana Avenue and Twenty-first Street.

THE ASSOCIATE REFORMED PRESBYTERIAN CHURCH was organized in 1855. The first pastor was Rev. Archibald Nisbet. For some time the Church was quite prosperous, but, in purchasing a lot and erecting a church-building, a debt was incurred which became quite a burden to the society. A portion of the members, including the pastor, in order to liquidate the debt, favored uniting with a wealthy congregation, and in this way obtain assistance. A majority, therefore, withdrew from this Church, and formed the American Presbyterian Church (O. S.), retaining, however, the church property.

Some time after this, another division of the Church ensued. Those who remained were unable to pay off the indebtedness, and in due time the church property was sold by the sheriff, the Church became extinct, and its members, with the exception of a mere handful, became scattered among other churches. After some years, the minority, who had held together; formed the First United Presbyterian Church.

THE FIRST UNITED PRESBYTERIAN CHURCH.—This Church was organized in 1860, by a number of members of the Associated Reformed Church (Rev. Mr. Nesbit's) upon a division of the latter Church. This minority being few in numbers and of limited means,

accomplished but little, became discouraged, and distributed themselves among other churches, with the exception of Robert Livingston and George McPherson, who corresponded with the United Presbyterian Denomination, and in due time procured preaching from the United Presbyterian Assembly. Rev. Benjamin Waddell was the first supply, being succeeded by Revs. Ornstead Reed, of Pittsburgh, Mr. Bigger, and others. Most of this work was previous to the organization of the Church.

At the time of the organization, three elders were elected: Robert Livingston, George McPherson and T. G. Spriggs. Afterward, Hugh Alexander and Alexander Ferrier were elected elders. Rev. W. C. Jackson was the first regular pastor. For some time the Church was not self-sustaining, but was assisted by the General Assembly. At the time of its organization the members were Scotch, but soon Americans joined the congregation, and in five or six years the membership was composed of some forty families, about equally divided between Americans and Scotch.

Rev. W. C. Jackson commenced preaching for this Church May 5, 1861. At that time the congregation was worshipping at the corner of Washington and Jefferson streets in the morning, and at old Trinity Church, on Madison Street, in the afternoon. In May and June, 1862, Rev. W. B. Truax, superintendent of missions of the American Sunday-school Union for the Northwest, preached for this Church, and at the annual meeting of this year the finances were reported to be in good condition. In 1864, the Church removed to Green Street, between Madison and Monroe, where it remained until 1871, when it erected its present handsome edifice at the corner of Monroe and Paulina streets. In 1867, Rev. Mr. Jackson retired from the pastorate, and, after a vacancy in the pulpit for about two years, Rev. J. M. Baugh was called.

THE EDWARDS PRESBYTERIAN CHURCH was organized late in the year 1861, its first elders being ordained on the 13th of December. On the 15th, services were conducted by Rev. Arthur Swazey in the morning, and by Rev. Z. M. Humphrey in the evening. Rev. A. L. Brooks was ordained pastor on the 20th of the month, and installed June 24, 1862. The church was located at the corner of Halsted and Harrison streets, in a portion of the city containing nearly twenty thousand people, neglected, up to that time, by the Presbyterians. In the fall of that year the church-building was enlarged, and was dedicated October 12, 1862. In August, 1865, the name was changed from the Edwards Presbyterian Church to the Seventh Presbyterian Church, and Rev. J. W. Larimore was elected pastor on September 21, 1865. In 1866, the building was again enlarged. Rev. Mr. Larimore was installed on April 16, 1866, the services being conducted by Revs. R. W. Patterson, Z. M. Humphrey, Alfred Eddy, E. A. Pierce and Glen Wood. He remained pastor until October, 1867, when, on account of differences of opinion between himself and the Church, as to the management of its temporal affairs, he resigned, and was succeeded by Rev. Mr. McLeish, who remained two years, and was the last pastor of the Church under the name of the Seventh Presbyterian. During his pastorate, this Church exchanged its property on the corner of Harrison and Halsted streets for that of the Free-Will Baptist Church, on the corner of Jackson and Peoria streets, which, seen in the light of the present, was a grave mistake. At the end of the pastorate of Rev. Mr. McLeish, the Seventh Presbyterian Church practically disbanded, but existed for some years as a mission, sustained by

the Third Presbyterian Church, and was, in later years, revived as the Westminster Presbyterian Church.

THE EIGHTH PRESBYTERIAN CHURCH was organized by a committee from the Presbytery of Chicago, December 20, 1864. The original membership was twenty-five. The Church was the outgrowth of a neighborhood prayer-meeting, commenced on Thanksgiving evening, November 23, 1863, through the instrumentality of Rev. Glen Wood, S. R. Bingham, Mr. and Mrs. E. H. Whitney, Thomas Hood and others. The meeting was held in the thinly-settled region west of Union Park, and continued weekly until the Church was organized and a place of worship completed. In September, 1864, Mr. Bingham secured a lot at the northwest corner of Washington and Robey streets, upon which to build a house of worship. A neat chapel was erected, and dedicated February 9, 1865, the entire cost of land, chapel and furnishing being \$5,600. The congregation increased so rapidly that the chapel was soon too small to meet the wants of the prosperous society, and it was sold to be removed, and the building of a new edifice commenced. The basement was finished and occupied for worship in December, 1866, and the main audience room in June, 1867, the entire building costing about \$32,000. The building is a tasteful structure, and is surmounted by a steeple containing a bell furnished by children's contributions, and bearing the inscription "The Children's Bell."

At the organization of the Church, Rev. James T. Mathews was elected pastor, and served between two and three years, but owing to feeble health, which, at length, compelled him to resign, he was never installed. He was succeeded by Rev. Lewis H. Reed, from Syracuse, N. Y., who was installed July 7, 1868, and resigned April 1, 1874.

THE FIFTH PRESBYTERIAN CHURCH was formed by the union of the South Presbyterian and the Twenty-eighth-street Presbyterian churches. Early in 1867, a number of people in the Second United Presbyterian and Calvary Presbyterian churches, thinking there was need of a Church in the south part of the city, where pew rents and church expenses generally would be within the reach of people of moderate means, decided upon attempting to supply the want. Rev. Ebenezer Erskine, then editor of the Northwestern Presbyterian, raised funds necessary for starting the work. A lot on Twenty-eighth Street, between Michigan and Wabash avenues, was purchased, and services were begun April 8, 1867, by Rev. Dr. Erskine. An organization was effected June 7, with members from the two churches above referred to. Though Dr. Erskine declined a call to the Church, he continued to supply the pulpit until September. A building was erected on the lot, capable of seating four hundred persons, and costing \$5,000. Rev. William McConnell was installed pastor on November 17, but assistance expected from various sources was not rendered, and the small congregation becoming smaller, Rev. Mr. McConnell was dismissed September 20, 1868. Occasionally supplies were provided by Rev. Drs. Patterson, Erskine and Marquis until the following May, when Rev. W. W. Fairs was appointed to take charge of the pulpit for six months. His labors closed September 11, 1869. About a year before, the South Presbyterian Church made overtures to the Twenty-eighth-street Church for a union with them, which resulted successfully, as elsewhere shown.

THIRTY-FIRST-STREET PRESBYTERIAN CHURCH had its origin January 15, 1868, in a meeting held at the house of Joseph Meeker, for the purpose of organizing a corporate society under the above name. A constitu-

tion was adopted, and the following persons elected trustees: H. H. Cooley, James L. Otis, Henry Mallory, Elijah Smith and Joseph Meeker. On the 27th, the contract was signed for the erection of a frame building on Wabash Avenue, near Thirty-first Street. Rev. G. W. Mackie was engaged to secure subscriptions from people in the neighborhood, and the new and beautiful edifice was dedicated November 22, 1868. About the 1st of April, 1869, Rev. G. W. Mackie accepted a call to the pastorate. His installation occurred on April 27, 1869; but, after serving the Church about a year, he resigned.

About this time negotiations were commenced which resulted in the union of the Twenty-eighth-street with the Thirty-first-street Church.

The old South Presbyterian Church owned a building on Wabash Avenue, the rent of which and the property of the Twenty-eighth-street Church were transferred to the new organization, which was known as the Thirty-first-street Church. After this union, which occurred July, 1870, a call was extended to Rev. John H. Brown, D.D., of Springfield, Ill., who entered upon his pastorate almost immediately. He remained until February 23, 1872, when he died.

REV DAVID SWING, pastor of the Central Church, was born at Cincinnati, Ohio, August 23, 1830, the youngest son of David and Karinda (Gazley) Swing. The Swings were a German family, and came to America in 1726. David Swing, Sr. was for many years engaged in steamboating on the Ohio River. He was a man of ability and of sterling character. He was honored for his manhood rather than for his doctrinal Christianity. He died of cholera in 1832, leaving two sons to the care of their mother, who was a devoted Christian, and who inculcated into the minds of her children the fundamental principles of the Christian life. In 1837, Mrs. Swing married the second time, and removed to Reading, Ohio, and in 1840 settled on a farm near Williamsburg in the same State. On this farm young David lived eight years, attending the public school in the winter season and at such other times as it was possible. Farm labor gave him a vigorous constitution, and contact with nature developed in him, to an unusual degree, the observing and reflective faculties, and also that originality and independence of thought which characterize all his utterances and writings. At the age of eighteen, having prepared himself by private study, he entered Miami University, at Oxford, Ohio, from which he graduated as Bachelor of Arts in 1852.

David Swing

He then commenced his Divinity studies under Rev. Dr. N. L. Rice, of Cincinnati, with whom he remained one year. In 1853, he returned to Miami University as Professor of Ancient Languages, and remained in that capacity thirteen years. In 1866, he was invited to the pastorate of Westminster Presbyterian Church, Chicago. In this Church his sermons were characterized by liberality of thought, and by a want of dogmatic teaching respecting certain doctrines which underlie Calvinism, and which were believed by some to be essential to Presbyterianism. Large congregations listened to his sermons, and his popularity became so great that the North Presbyterian Church was led to seek a consolidation with Westminster Church, which was effected February 6, 1871, and the united bodies named the Fourth Presbyterian Church. The church-building was soon afterward destroyed by the great fire, as were also the residences of all but two of his parishioners. Rev. David Swing himself saved nothing, and with his wife and two daughters spent the night on the open prairie. On the second Sunday after the fire, October 22, he commenced preaching in Standard Hall, on the southwest corner of Michigan Avenue and Thirteenth Street. There he preached nearly a year. But when the hall became too small to ac-

commodate the increasing congregation, the services were transferred to McVicker's Theatre; but upon the completion of the new Fourth Church edifice, he resumed the pastorate of this Church. This building also was soon filled to overflowing by members and strangers temporarily sojourning in the city, all anxious to hear Professor Swing, whose fame had become widely extended. Professor Francis L. Patton, then pastor of Jefferson Park Presbyterian Church, and professor in the Presbyterian Theological Seminary of the Northwest, believing the teachings of Professor Swing to be heretical and subversive of true Christian doctrine, inaugurated the trial which has since been so famous, and which resulted in Professor Swing's withdrawal from the Presbyterian Church. His friends then inaugurated the movement resulting in the organization of the Central Church. His relations as pastor of the Fourth Presbyterian Church terminated December 1, 1875, and he commenced preaching for the new organization in McVicker's Theatre in April, 1876. This theatre was used until the fall of 1880, when the services were transferred to Central Music Hall, which continues to be used until the present time. His fame, and the intrinsic merit of his powerful sermons, have rendered his name one of the most celebrated in the country, and the vast auditorium of Central Music Hall is weekly filled to hear him. Professor Swing was married, on July 3, 1855, to Miss Elizabeth Porter, daughter of Dr. James Porter, of Oxford, Ohio. Mrs. Swing died on August 3, 1879, leaving two daughters—Mary, now Mrs. Jewett E. Ricker, of Cincinnati, and Helen, who lives at home with her father.

THE METHODIST CHURCH.

FIRST METHODIST EPISCOPAL CHURCH.—The history of this Church in the preceding volume closed with the change of name from the Methodist Episcopal Church of Chicago to the First Methodist Episcopal Church of Chicago. At that time, Rev. James Baume was pastor. The building erected in 1845 was still in



M. E. CHURCH BLOCK, COR. CLARK AND WASHINGTON STREETS.

use, but the city was growing in wealth as well as size, and the members saw their building being surpassed by other churches. On February 6, 1858, a meeting was held to consider plans for a new edifice "which should be fully up to the grade of modern architecture." A

committee of fifteen was appointed to take charge of the matter. Soon after the old building was torn down and work on the new one commenced. In the meantime the congregation worshiped in Mechanics' Hall, on the southwest corner of Clark and Washington streets. The corner-stone of the new building was laid August 4, 1858, by Rev. D. D. Kidder, of Evanston.

The new building was an elegant marble structure, presenting the appearance of a fine business block, four stories high. The lower or main floor was given up to stores, the second to offices, and the two upper stories to the purposes of the Society. The main audience room was the height of both stories. It had a gallery, and would seat two thousand people. The congregation commenced worshipping in the lecture-room on Sunday, December 5, 1858. Rev. James Baume preached his last sermon to them two weeks later, before starting to India as a missionary. The new church was dedicated April 28, 1859. The cost of the entire structure was about \$70,000. After the departure of Rev. Mr. Baume, there were various supplies, among whom were Rev. E. M. Boring and Dr. Kidder; and on October 21, 1860, Rev. O. H. Tiffany preached his first sermon as pastor. Dr. Tiffany resigned in May, 1862; after which the pulpit was supplied by Rev. T. M. Eddy, D.D., from 1st of June until the following fall, when Rev. Francis D. Hemmings was appointed. In 1864, he was succeeded by Rev. C. H. Fowler, who remained three years. The next pastor was Rev. W. C. Dandy, who was succeeded by Rev. John A. King, and he by Rev. W. H. Daniels, who was pastor at the time of the great fire of 1871, which destroyed the building.

In 1865, an appeal was made to this Church by the West Indiana Street Church for pecuniary aid, and a resolution was passed that this application should be first on the list, after the lot on Indiana Avenue, which was purchased for what is now Trinity Methodist Church, should be paid for. Nearly every Methodist Church in the city, organized since that date has received assistance from the First Methodist Church, which before the great fire had given away over \$70,000. The loss occasioned by the great fire was \$130,000, but as the insurance on the building and organ had been placed in solvent companies, the Church realized from that source \$65,501.68. From funds collected from abroad, in excess of chapel fund, there were \$10,000. So that the net loss was a little in excess of \$50,000.

TRINITY METHODIST EPISCOPAL CHURCH had its origin in the summer of 1855, when Clark-street Mission was organized in the Orphan Asylum, on Michigan Avenue, near Twenty-second Street. In August, 1856, the school was removed to the school-house on Indiana Avenue, near Twenty-second Street, and organized as St. Paul's Methodist Episcopal Sabbath-school. The building was removed in December, 1859, and the school was temporarily disbanded. In 1862, it was re-organized in Calvary Presbyterian Church, at the corner of Indiana Avenue and Twenty-second Street, as the Trinity Methodist Church Sabbath-school, with John Hayward, superintendent, and Frank Carley, secretary. In 1863, a church-building was erected on Indiana Avenue and Twenty-first Street, which being completed, was dedicated April 10, 1864, by Rev. T. M. Eddy, D.D. During that year, Rev. C. H. Fowler had official oversight of the new society. In the fall of 1864, Rev. John H. Vincent was appointed pastor, and, in 1865, he was succeeded by Rev. William August Smith. In 1866,

Rev. S. A. W. Jewett was appointed, and was succeeded, in the fall of 1868, by Rev. T. M. Eddy, D.D. In March, 1869, Rev. E. B. Snyder was transferred to this Church from the Pittsburgh Conference. In the following fall, Rev. J. H. Bayliss became pastor.

About that time the project of erecting a new building began to be discussed, but work was not begun before the summer of 1870. The property at the corner of Indiana Avenue and Twenty-first Street was sold to



RUINS, M. E. CHURCH BLOCK.

Calvary Presbyterian Church and the lot at the corner of Indiana Avenue and Twenty-fourth Street was purchased. The corner-stone of the new edifice was laid October 5, 1870, the exercises being conducted by Bishop Janes, of New York. The work was actively pushed forward until the fire of 1871, which to a great extent cut off the resources of the members. Notwithstanding this, however, the lecture-room of the new building was dedicated in January, 1872.

GRACE METHODIST EPISCOPAL CHURCH.—After the loss of the lots at the corner of Erie and Wolcott (State) streets, this Church, as has already been recounted, was roused to renewed efforts in the direction of purchasing lots for a new location and erecting suitable buildings thereon. Lots were purchased at the northwest corner of LaSalle Street and Chicago Avenue, costing over \$9,000, the money being raised by the ladies of the Church. At a meeting held June 8, 1863, the Society was re-organized, and, at the suggestion of the ladies present, the Church was named Grace Methodist Episcopal Church. The following trustees were then elected: Abner R. Scranton, Andrew J. Brown, Oliver S. Goss, Alfred L. Sewell, Alfred L. Scranton, W. F. Moss, Jr., and F. N. Gould. The trustees were instructed to procure title to the lots, and to erect a chapel on the northeast corner. The corner-stone of this chapel was laid by Dr. Bugbee, in the fall of 1863, and the chapel dedicated by Bishop Simpson July 3,

1864. The building, which, including the organ, cost \$25,000, was completed without incurring a debt.

Rev. Dr. L. H. Bugbee, who had been appointed in the fall of 1861, was succeeded, in 1863, by Rev. J. C. Stoughton, who was followed, in 1864, by Rev. O. H. Tiffany. During his ministry, large additions were made to the membership, mainly by conversion, and the congregation became so large that it was deemed necessary to commence work on the main building, the foundations of which were laid in the fall of 1866. The superstructure was completed in 1867, and in the spring of 1868 the entire building, with the exception of the tower and spire, was finished. It was dedicated in the summer of that year by Rev. A. J. Jutkins, who had succeeded Rev. O. H. Tiffany in the preceding fall. The debt of the Society at the time was \$37,000, but on the day of the dedication, subscriptions were given for the entire amount. During the pastorate of Rev. Mr. Jutkins and that of Rev. M. M. Parkhurst, which commenced in the fall of 1870, the increase in membership was steady. The church-building was a source of pride to the members. It was of stone, rock-faced, of the English-Gothic style of architecture and capable of accommodating one thousand persons.

This elegant structure, on the night of October 9, 1871, was swept away, and nothing remained but ashes

ing, at the corner of LaSalle and Locust streets, and prepared plans for the erection of the new edifice.

REV. MATTHEW M. PARKHURST, D.D., pastor of Grant Place M. E. Church, was born at Mexico, Oswego Co., N. Y., July 13, 1834, the son of Simeon and Mary Ann (Henry) Parkhurst. His mother was a communicant of the Roman Catholic Church, and young Matthew M., was, when a babe, baptized by a Roman Catholic priest. Both father and mother were converted to Methodism in 1844. Matthew M. was kept constantly in the public schools until he was seventeen years of age, when he became an apprentice to a coach-maker. During the second year of his apprenticeship he was converted; and within one year from the time of his conversion, under a conviction that it was his duty to preach, he commenced studying Greek and Latin, placing his grammars in the tool-rack before him while at work. After serving three years in the shop, he commenced his classical course of study at Fally Seminary, at Fulton, Oswego Co., N. Y., where he prepared for college. Afterward he attended the Concord Biblical Institute (now the Boston Theological School), graduated therefrom in 1859. He is an alumnus, by honor, of the Syracuse University, located at Syracuse, N. Y., which, also, conferred upon him the degree of Master of Arts in 1865. In April, 1860, he joined the New England Conference, and was located at Barre, Mass., where he remained one year. Upon the breaking out of the Civil War, in 1861, he enlisted and went to the front as first lieutenant in command of Co. "K," 21st Massachusetts Infantry, and was stationed in Lower Maryland, for the purpose of intercepting contraband trade between Baltimore and Richmond, Va. In 1862, by request of Governor John A. Andrew, he engaged in holding war meetings throughout the State, for the purpose of enlisting soldiers to fill up depleted regiments and to organize new ones, and continued at this work during most of the year 1863, enlisting many soldiers and taking them to the front, in the meantime supplying a pulpit in Warren, Mass. In the battle of Roanoke Island, he was exposed to great danger during the storming of a battery on that island, having his clothing riddled with bullets and his sword scabbard shot away. In 1864, he returned to the regular work of the ministry and was stationed at Laurel Street M. E. Church, Worcester, Mass. In 1865, he became pastor of the Woburn M. E. Church, where he remained until 1867, and then went to Stoneham, where he remained until 1870, being thus for six years virtually pastor of Boston churches. In 1867, he was elected Grand Worthy Chief Templar of the Grand Lodge of Good Templars of Massachusetts. In 1868, he was appointed chaplain of the International Lodge of North America, and in 1870, he was appointed chaplain of the Massachusetts State Prison, which he served, in connection with the Church at Stoneham, until the fall of 1870, when he was called to the pastorate of Grace M. E. Church, Chicago. After one year of successful work in this pastorate, the church edifice and every home occupied by members of the congregation was destroyed by the great fire. Of the nine hundred and sixty-three scholars belonging to the Sunday-school, not one had a home the next day. On Thursday following the fire, Rev. Mr. Parkhurst was re-appointed to the Church by Bishop Ames, and on the same day he telegraphed to Gilbert Haven, of Boston, for \$2,000, to build a temporary structure in which to gather the people. Before one week had elapsed he had arrangements made for commencing to build. Early on the Sunday morning succeeding the fire (October 15), Rev. Mr. Parkhurst preached on the ruins of the church to several hundred of the congregation, who there met for the first time after the great calamity; and this prompt action undoubtedly saved Grace Church from disorganization. In the week following he left for New England to raise money toward re-building their church edifice, and in sixteen days returned with \$20,000 pledged by generous-hearted people in the Eastern States for that purpose. Rev. Mr. Parkhurst was married May 3, 1860, to Miss Theresa Monroe, daughter of Barnabas Monroe, of Oswego County, N. Y. She was a member of the Presbyterian Church. While living in Woburn, Mass., they buried their first child born to them, Herbert Monroe, who died in 1865. Mrs. Parkhurst died March 31, 1872, leaving a little son eight days old, Gilbert Fowler, who died in October, 1882. The loss of his family and the arduous labors attendant upon the re-building of the church broke down Mr. Parkhurst's health, and he was unable to do any work before August, 1873. At this time he went to California, and continued on, westward, around the world, through Japan, China, India, Arabia, Egypt, the Holy Land, Greece, Italy, etc., to Scotland where he arrived in May, 1874. While assisting Moody and Sankey in their great revival in Scotland, he was a guest with Mr. Sankey, as his pastor (Mr. Sankey having united with Grace Church early in the spring of 1873), at the house of Mrs. George Thomson, at Sterling, Scotland. While there he became engaged to her youngest daughter, Mary A. C. Thomson, to whom he was married August 5, 1874, having in the meantime visited



RUINS, GRACE M. E. CHURCH.

and smouldering ruins. For a time despair seemed to possess the hearts of all; but the pastor, Rev. Mr. Parkhurst, was perhaps less discouraged than any member of the Church.

On Sunday, October 15, a considerable number of the widely separated members assembled upon the ruins of their temple, and there resolved to stand by the Society. On Sunday, November 5, a second meeting was held upon the ruins, the pastor and a majority of the trustees being present, and it was resolved to immediately erect a temporary structure. The latter was so far completed that, on Sunday, December 3, religious services were held therein. This was fifty-six days after the fire. The Church, during the succeeding winter, sold the old site, purchased that of their present build-

Ireland, England, the Rhine, Switzerland and France. On the 17th of September following, Rev. and Mrs. Parkhurst were given a reception by the congregation of Grace Church. In October, he was appointed pastor of the Michigan Avenue M. E. Church, and two years later was transferred to the First M. E. Church. After three years successful work here, he went to Scotland where he remained one year, engaged in settling up an estate and holding revival meetings, and also in speaking to crowds in England in connection with the Robert Raikes Sunday-school Centennial celebrations. Returning to America he was appointed to the pastorate of the First M. E. Church at Elgin, Ill., remaining until October, 1855, when he entered upon his present pastorate. During the trial of Rev. H. W. Thomas, Rev. Mr. Parkhurst was prosecutor for the Church in the preliminary trial, an account of which will be given hereafter. Dr. Parkhurst has been actively connected with the Lake Bluff Sunday-school Assembly since 1876. During his ministerial career, he has built five churches—one each in Warren, Woburn and Stoneham, Mass., Grace M. E. Church, Chicago, and one at Elgin, Ill. Dr. Parkhurst has four children by his present wife: Mary Ann, Isabel Catharine Thomson, George Thomson and Jane Margaret Drummond.

PARK-AVENUE METHODIST EPISCOPAL CHURCH.—This Church had its inception in 1858, when a few Methodist families, among them those of John Skelton, John Scribner, William Dockrell and Charles Radcliff, living west of Union Park, commenced holding weekly prayer-meetings. These meetings were continued nearly two years, at which time the City Mission Society made arrangements by which there was preaching on each Sunday afternoon.

The Church Extension Society soon afterward purchased a lot on the corner of Robey Street and Park Avenue, upon which the Society erected a building, under the direction of Rev. William F. Stewart. This edifice was dedicated in the spring of 1861, by Bishop Simpson, and the Society took the name of the Park-avenue Mission.

In the fall of 1862, an addition was made to the church-building. Rev. Mr. Chadwick was then in charge of the Society, as city missionary, having been appointed in 1861. In 1863, he was succeeded by Rev. Henry Whipple. On account of the continual growth of the Society in numbers, a still larger building was necessary; and Bishop Hamline leased a lot on the southeast corner of Robey Street and Park Avenue, for a term of ninety-nine years, without rent for the first ten years, and an annual rental thereafter of one hundred dollars a year, to be paid to the American Bible Society. Upon this lot a building was erected at a cost of \$10,000. It was dedicated in 1865, as the Park-avenue Methodist Episcopal Church.

After the transfer of Rev. Henry Whipple, Rev. Luke Hitchcock and Rev. Dr. Hardin supplied the pulpit until the fall of 1866, when Rev. J. H. Bayliss became its first regular pastor. Rev. Mr. Bayliss remained three years, during which time the membership was greatly increased. A parsonage was also erected, an addition made to the church-building, an organ purchased, and other improvements made, at a total expenditure of \$10,000. Dr. Bayliss was succeeded by Dr. H. W. Thomas, who, also, remained three years. Immediately after the great fire of 1871, the church-building was surrendered to the uses of the Relief Society, and was used by them until permanent arrangements were completed for the relief of the destitute.

THE WABASH-AVENUE METHODIST EPISCOPAL CHURCH.—In the preceding volume the history of this Society, as the State-street Methodist Episcopal Church was traced to the erection and dedication of the new building on Wabash Avenue. The cost of the church was \$65,000. This edifice* was completed just before the panic of 1857 began to be severely felt, but at the

time of its completion the Society was in debt about \$40,000. Through the exertions of the pastor, Rev. William M. D. Ryan, nearly one-half of this sum was paid.

In 1859, Rev. Mr. Ryan was succeeded by Rev. William Krebs, of Baltimore, and he, in 1860, by Rev. Henry Cox, from Portland, Maine, whose time expired in the fall of 1862. In the latter part of 1861, and the earlier part of 1862, the burden of debt was still oppressively felt, and the necessity of liquidating it clearly recognized. The difficulties encountered by the trustees were in part occasioned by the financial crisis of 1857 having rendered unavailable a considerable portion of assets relied upon, and the debt now aggregated about \$25,000. In December, 1861, eight members pledged themselves to raise \$17,000, provided the remainder should be procured. Rev. Mr. Cox, by personal appeals, succeeded in increasing the subscription to \$20,000, and on Sunday, December 22, 1861, the question of completing the subscription being before the congregation, the remainder was subscribed.

In 1862, Rev. Robert Laird Collier was appointed pastor, and the Church, during his pastorate, was very prosperous. He remained three years, and was succeeded, in 1865, by Rev. Robert M. Hatfield, from Brooklyn, N. Y., who, in 1867, was succeeded by Rev. C. H. Fowler. In 1870, Rev. Mr. Hatfield again became pastor, and was succeeded, in 1871, by Rev. S. McChesney.

HALSTED-STREET METHODIST EPISCOPAL CHURCH was started as early as 1863, by certain individuals holding cottage prayer-meetings and open-air services. These were members of what was then Bridgeport Methodist Church, and they were assisted by students from Garrett Biblical Institute. In August, 1866, a Sunday-school was organized and a room rented at the corner of Halsted and Twenty-second streets. The membership increased to four hundred. In the fall of 1867, a lot was purchased on Halsted Street and a chapel was completed, under the superintendency of Rev. S. G. Lathrop, city missionary. This chapel was enlarged in 1869. Rev. Mr. Lathrop was succeeded, as pastor, by Revs. Thomas Craven, Alexander Youker and Samuel Paine.

ADA-STREET METHODIST EPISCOPAL CHURCH.—A brief sketch of this Church, as the Owen-street Methodist Church, is in the preceding volume of this History. The sketch closed with a reference to the edifice erected in 1863, during the pastorate of Rev. W. D. Skelton. This had a seating capacity of five hundred, was finished August 1, 1865, and cost \$9,500. In 1866, Rev. Robert Bently was succeeded by Rev. Mr. Skelton, who remained until 1868. In the fall of that year, Rev. J. Hartwell was appointed, and was followed in 1869 by Rev. W. F. Stewart. During his pastorate the church-building was sold to the Norwegian Methodist Episcopal Church, and the present large brick edifice was erected on Ada Street, between Fulton and Lake streets, since which time it has been known as the Ada-street Methodist Church. In 1870, Rev. T. R. Strobridge became pastor, and remained three years.

WESTERN-AVENUE METHODIST EPISCOPAL CHURCH had its origin, in 1867, in a Mission Sunday-school, started by Park-avenue Methodist Church, on Seymour Street, near Lake Street. This Mission was named the Central Park Mission Sunday-school. John Freeman was the first superintendent, and he was succeeded, in 1869, by B. W. Ellis. In the fall of 1870, preaching began to be sustained. Joseph W. Sparling, then a student at Garrett Biblical Institute and since a prominent minister of the Canada Wesleyan Conference,

* A record of this structure will be found in the article on the Post-office, the building having been converted to that purpose after the fire of 1871.

supplied the pulpit from October, 1870, to June, 1871, when he was succeeded by A. W. Patten, then a student, and who remained until the fall of 1871, when Rev. Alexander Youker took his place.

THE INDIANA-AVENUE METHODIST EPISCOPAL CHURCH.—This Church was organized as a Mission in 1867, under the auspices of the Chicago Mission and Sunday-school Society. The First Methodist Church donated a lot on Indiana Avenue, between Thirty-second and Thirty-third streets. Upon this lot a building was erected by the contributions of different churches throughout the city, the money being raised mainly through the efforts of Rev. S. G. Lathrop, city missionary. The services were conducted in both English and German, under the pastoral direction of Mr. Lathrop. These services were first held in a small room in the rear of the building, which was furnished and dedicated by Rev. C. H. Fowler, about the last of the year 1867. The main part of the chapel was completed by the next spring, and was dedicated by Rev. C. H. Fowler.

During 1868-69, the German services were dispensed with; and in the summer of 1869 the City Missionary Society turned over the property to the members then worshipping there, and they organized the Indiana-avenue Methodist Episcopal Church on August 1, 1869. The first board of stewards was elected as follows: Messrs. S. W. Smith, D. Pride, Wicoff, Rose, Breasted, Hoffman, Elliot and McGrew. The property was, however, still held by the trustees of the First Methodist Episcopal Church. By the next Conference Rev. Hooper Crews was appointed pastor. On August 31, 1870, the organization was completed by the election of a board of trustees as follows: S. W. Smith, Amos Mansfield, Lemuel Richards, Frank B. Everett, Henry S. Towle, Andrew H. Reeves and Charles Busby. At the close of the conference year of 1870, there were ninety-four members. Rev. Mr. Crews was succeeded by Rev. Robert B. Sheppard.

In the spring of 1871, it was determined to erect a large edifice. A lot was purchased on Michigan Avenue, and the chapel on Indiana Avenue was sold. A new edifice was commenced on the Michigan Avenue lot, which was being erected at the time of the great fire of 1871. Pending the construction of this new edifice this Church worshipped in the First Presbyterian Church, at the corner of Indiana Avenue and Twenty-first Street. In December, 1871, they occupied the basement of their new building, which was completed and dedicated February 5, 1872, Rev. C. H. Fowler again officiating.

LANGLEY-AVENUE METHODIST EPISCOPAL CHURCH originated in 1868, in the united efforts of Rev. S. G. Lathrop, city missionary, and Rev. S. A. W. Jewett, then pastor of Trinity Methodist Episcopal Church. Religious services were begun by those interested in founding a new Church, and were held on Sunday evenings at the house of William H. Rand, from October, 1868, until about the middle of February, 1869, when Cleaver Hall, at the corner of Brooks Street and Drexel Boulevard was rented for the same purpose. On March 7, 1869, the Church was organized with twenty-one members, with the name Oakland Methodist Episcopal Church. Rev. Mr. Lathrop was succeeded by Rev. C. E. Mandeville, of Connecticut, as pastor, in May, 1869, and his pastorate continued until October, 1871.

At the Quarterly Conference, held in July, 1869, a legal organization of the Church was effected, and the following trustees were appointed: William H. Rand, A. F. Brown, T. G. Otis, T. Priest and C. DeWolf. In

the spring of 1871, the lot on the corner of Langley Avenue and Thirty-ninth Street was purchased at a cost of \$10,000, which was paid by the First Methodist Episcopal Church. The work of building the church was commenced on February 25, 1870. On the 6th of August following, the completed edifice was dedicated. The entire cost of the building was \$12,000, all of which sum was paid at the time of its dedication, except \$5,500, and it was subscribed on that day, but, owing to the effects of the great fire, a portion of the subscriptions could not be collected. The debt, however, was gradually reduced, and on January 1, 1878, only \$2,000 remained unpaid. In the fall of 1871, Rev. C. G. Truesdell was appointed pastor and left the church to engage in relief work, rendered necessary by the great fire of that year.

HENRY WHITEHEAD, who died April 10, 1885, and who for forty-five years was known, in Chicago and the West, as "Father Whitehead"—a father, indeed, to the distressed and unfortunate, and an earnest Christian and unselfish servant of Methodism—was born at Chatham, England, June 17, 1810. When twenty-one years of age he came to America, bearing a local-preacher's license and letters of introduction from Richard Reese to Dr. Nathan Bangs and Dr. Cowles. He tarried briefly in New York City and Troy, N. Y., in which latter place he became associated with a mission to the Indians at Fort Mackinac, where he preached three months. With the currents of migration he came to Chicago in 1832, where he preached to the soldiers and the trader population. After erecting the first Methodist church-building in Chicago, he was admitted on probation in 1840, and sent to Root River mission; continued in 1841, and returned to the same work; admitted a full member, ordained a deacon, and sent to Troy, Wis., in 1842, and returned to that place in 1843; ordained, and sent to Sylvania, Wis., in 1844; appointed to Elk Grove, Wis., in 1845, and superannuated in 1846—this last event being caused by ill-health, induced by too close application to work and exposure to the elements, while pursuing his ministerial duties. Previous to preaching, Mr. Whitehead followed the trade of builder, but when he was superannuated he engaged in the book business, founding the Methodist Book Concern. He had the warm friendship of Orrington Lunt, Grant Goodrich, and other prominent citizens, and remained with the depository until 1871. After the fire he began the sale of Church and Sabbath-school singing books, a business he followed, with occasional preaching, until he died. As the oldest Methodist minister in Chicago—as the man who first located the site of the original local church of that denomination, and erected its first edifice—as a faithful servant to its principles, and a practical worker for the good of humanity—Mr. Whitehead has left behind him a record of good deeds that will never die. His children, four in number, inherit their father's sterling integrity, and are all well-known members of the community. William H. is president of the Chicago and Erie stove company; Edward J. is a lawyer; Carrie is the wife of Dr. Arthur Edwards, editor of the Christian Advocate; and Jennie, the remaining sister, who is unmarried, is connected with the Methodist Church as a useful worker and member. The highest encomium bestowed upon Mr. Whitehead among the many eulogies given, is the one which says: "This good man's sphere, though he was often in the pulpit, was in the class and prayer-room, or by the bedside of some tried human being who hungered to be counseled by one who knew of God's dealings with men."

REV. ARTHUR EDWARDS, D. D., was born at Norwalk, Ohio, on November 23, 1834, the son of John and Mary Ann (Adams) Edwards. He was educated by an uncle, after whom he is named. It is beautifully said: "That the hand of Susannah Wesley rings the bell of every Methodist Church in the world;" it may be said, with equal truth, that the hand of Mary Ann Edwards writes those articles that have cheered, invigorated and comforted the thousands of readers of the Northwestern Christian Advocate. The later and academic education of Dr. Edwards was obtained at the Albion Seminary, Michigan, which he entered in 1850, and at the Ohio Wesleyan University from 1852 to 1858, where he determined on devoting himself to the ministry. In 1858, he graduated, and three months later he entered the Detroit Conference of the Methodist Episcopal Church, and commenced his ministry at Marine City, Mich., where he remained for one year, and was then assigned to Detroit and Saginaw, Mich., remaining a year in each place. From Saginaw, he entered the army as chaplain of the 1st Michigan Infantry, which position he occupied for some three years, and from whence he went to a pastorate at Trenton, Mich., where he remained until he was appointed associate editor of the paper he at present edits. In the selection of Dr. Edwards for the position he has occupied so long, the Conference certainly chose

the best possible man therefore. A genial, courteous Christian gentleman, a graceful yet forcible writer, a fluent and accomplished orator, a liberal and happy believer in Him whose religion he champions, Dr. Edwards has filled his position to the credit and honor of Methodism. In 1866, Dr. Edwards married Miss Carrie M. Whitehead, daughter of Rev. Henry Whitehead of the Rock River Conference. At his home, Dr. Edwards is at his best; possessing a wife in whom are centered Christian virtues and those qualities that make a perfect lady, his home atmosphere is one of harmony, purity and restful happiness. They have three children—Robin, Grace and Alice. Dr. Edwards is chaplain of the Illinois Commandery of the Loyal Legion of the United States.

PORTLAND-AVENUE GERMAN METHODIST EPISCOPAL CHURCH was opened, July, 1869, as Tyng Mission, at the corner of Wentworth Avenue and Archer Road. The VanBuren-street Church gave the Mission two lots at the corner of Twenty-eighth Street and Portland Avenue, and in the following fall the Mission itself purchased the mission-building on the corner of Indiana Avenue and Thirty-second Street, which belonged to the Michigan-avenue Methodist Episcopal Church, paying therefor \$1,500. The Tyng Mission was then organized into a Church, under the above name, with thirteen members. The first pastor was Rev. George H. Simons, who commenced his labors in July, 1870, and remained until September, 1872, under whom the membership increased to seventy, and the property became worth \$6,000.

REV. GEORGE L. MULFINGER, pastor of the First German Society of the German Methodist Episcopal Church, was born in Nuremberg, Bavaria, November 4, 1819, the son of John and Anna Margaret (Kramer) Mulfinger. They came to this country in 1834, and settled in Hamerton, Ohio. Previous to coming to America George attended school in Germany; and after arriving in Ohio, went to the Hamerton School three months, where he studied the English language. He then learned the trade of baker and confectioner. In 1839, he established himself in business in Lawrenceburg, Ind., and continued it until 1845. In 1839, he joined the Methodist Episcopal Church. In 1842 he was licensed as a local-preacher in Lawrenceburg until 1845. He then joined the Ohio Conference, and was ordained deacon in 1846. He was made elder in 1849. From 1845 to 1847 he had charge of the Fort Wayne Mission. He was then stationed on the circuit containing Ripley, Switzerland, Franklin and Dearborn counties, from 1847 to 1849. From 1849 to 1851, he was stationed in St. Louis, Mo. In 1851, he was chosen presiding elder of the Wisconsin district, then the largest in the West. In 1854, this district was divided into the Wisconsin and the Chicago districts, Rev. Mr. Mulfinger being then chosen presiding elder of the latter. From 1858 to 1860, he was presiding elder of the Iowa district, and in the latter year was stationed at Quincy, Ill., as preacher in the German Methodist Episcopal Church. In 1864, he was again made presiding elder of the Chicago district, and in 1868 he was stationed at the Clybourn-avenue German Methodist Episcopal Church. In 1870, he was sent to Aurora; in 1872 to the Ashland-avenue Church, Chicago; and in 1874 to the Maxwell-street Church. In 1876, he was made presiding elder of the Milwaukee district; in 1879, again of the Chicago district; and in 1883 was appointed pastor of the First German Methodist Episcopal Church, Chicago, his present charge. Rev. Mr. Mulfinger was married August 11, 1839, to Miss Anna Maria Schathauer. They have had eleven children, five of whom are now living: Anna Margaret, now Mrs. William Bach, Dr. John Mulfinger, Rev. Julius Augustus, Mary, now Mrs. Henry Apfelbach, and George Abraham, at present a theological student in the Northwestern University.

REV. C. A. LOEBER, presiding elder of the German Methodist Episcopal Church was born at Frankfort-on-the-Main, January 27, 1832, the son of C. and Catherine (Kieger) Loeber. His education was received in the public schools of his native place until he was fourteen years old, when he attended the high school one year, graduating in 1847. At this school he studied the English language, Latin and French. For two years he attended Giesen College, and in 1849 he came to the United States. He then went to Albany, N. Y., where he remained a short time, and came to Chicago in 1850. Here he took charge of the German Department of the Methodist Book Concern, remaining in that position two years, and in 1852 joined the Methodist Episcopal Church, being licensed as a local-preacher. He was at first engaged in establishing Sunday-schools in different parts of Chicago, and has since been engaged on various places in the Western States as preacher and presiding elder, up to the present time, as follows: Peru, Ill., 1854-55; Michi-

gan City, Ind., 1855-56; LaPorte, Ind., 1857-58; Burlington, Iowa, 1859-60; Milwaukee, 1861-62; Watertown, Wis., 1862-63; Aurora, Ill., 1864-65; VanBuren-street Church, Chicago, 1866-67; he was presiding elder of the Milwaukee district during the year 1868-69, and of the Chicago district from 1869 to 1872; he then had charge of the VanBuren-street Church four years, from 1872 to 1876, and of the Maxwell-street Church, three years, 1877 to 1879. He was then presiding elder of the Milwaukee district four years, 1880 to 1883 inclusive; and then of the Chicago district again, the duties of which position he is now performing. Rev. Mr. Loeber was married, in 1854, to Miss Louisa Waller, by whom he has had eleven children—nine of whom, four daughters and five sons, are still living.

THE CONGREGATIONAL CHURCH.

FIRST CONGREGATIONAL CHURCH.—In 1858, this Church had recently occupied its new edifice at the corner of Washington and Green streets, and its pastor was Rev. W. W. Patton. About the time of the beginning of Dr. Patton's ministry, the First Congregational Society became a body distinct from the Church, adopted a constitution of its own; and a compact was entered into between the Church and the Ecclesiastical Society, which may be found in the manual of the Church for 1875. On the 1st of January, 1864, on beginning the eighth year of his pastorate, Dr. Patton reviewed the progress of the Church during the seven years immediately preceding. The debt of \$25,000, which existed in January, 1856, had been paid, and during the thirteen years of the existence of the Church it had paid on its lots, edifice, organ, etc., \$40,000; for current expenses, \$45,000, and for charitable purposes, \$65,000. Seven hundred and fifty-five members had been received, two hundred and fifty-one on profession of faith, and there were then about five hundred in regular standing.

The war record of this Church is worthy of recital. Starting out as an anti-slavery organization, when the Civil War came, believing, as it did, that slavery was its cause, it passed various resolutions upon that subject, and sent copies of its resolutions to the President of the United States. It urged enlistments into the army, and its roll of honor bears the names of sixty-nine who fought in that struggle. Dr. Patton was from the first a warm advocate of emancipation. He was chairman of a committee chosen by the citizens of Chicago to go to Washington and to present an address to President Lincoln regarding the freeing of the slaves, and met with a most kindly reception.

About the close of 1865, Dr. Patton made a tour of Europe and of Palestine. He returned in March, 1867, and was given a noteworthy reception. Within a year, he retired from the pastorate, having been with the Church almost eleven years. During that time, there had been received into the Church seven hundred and seventy-six persons—three hundred by profession and four hundred and seventy-six by letter. The number of enrolled members at the close of his pastorate was five hundred and forty-two. After the retirement of Dr. Patton, Rev. Edward Payson Goodwin was called, and was installed January 10, 1868. Soon afterward it became necessary to erect a new church-edifice, which was accordingly done, at the corner of West Washington and Ann streets. The corner-stone of the new building was laid July 10, 1869, and the completed edifice was dedicated June 5, 1870. The audience-room had a seating capacity for two thousand persons, and was approached by seven distinct entrances. A gallery extended around the four sides of the room, and seated seven hundred persons. One of the largest and finest of Hook's organs was erected in the Church, in July, 1870. The entire cost of this magnificent temple of

worship, including furniture and organ, was \$180,000. At the time of the dedication, there was a debt of \$80,000, to which fact attention was called by T. M. Avery, and in a few minutes \$72,000 were raised. This church-building, on the next day after the great fire, became the headquarters of the city government and Relief Society, an account of which is given in the history of the Fire, together with a view of the building.

NEW ENGLAND CHURCH.—The New England Congregational Church, at the opening of the second period of this history, was in charge of Rev. Samuel C. Bartlett, as pastor. Having been appointed to a professorship in the Chicago Theological Seminary, Rev. Mr. Bartlett resigned his pastorate, and, after a few months, was succeeded by Rev. Samuel Wolcott, of Providence, R. I., who was installed September 27, 1859, and remained with the Church two years. Rev. William B. Clarke preached during three months of 1862, and on October 1, of that year, Rev. Starr H. Nichols entered upon his duties as stated supply, resigning in May, 1865. From that time until November, 1865, the pulpit was supplied principally by local ministers, Rev. John P. Gulliver, of Norwich, Conn., preaching during August. Rev. Mr. Gulliver entered upon his duties as pastor in November, and was installed in February, 1866. He resigned on the 22d of July, 1868, to accept the presidency of Knox College. Until October, 1869, the pulpit was filled by transient clergymen, and of these Rev. S. Hopkins Emery remained about six months. Sometime during the summer of 1869, a unanimous call was extended to Rev. Leander T. Chamberlain, at the time a student in Andover Theological Seminary. On October 27, he was ordained and installed pastor of the Church, and remained until September 1, 1877.

Notwithstanding the numerous changes in pastors, the Church continued steadily to increase in numbers and

completed house of worship was dedicated on February 7, 1867. It was located at the corner of White and Dearborn streets. The building was of massive rough Athens marble, with cut trimmings, in the cruciform shape and Gothic style. On each side of the doorway



RUINS, NEW ENGLAND CHURCH.

was a pillar of highly polished Scotch marble, and above were three niches, with the following contents and inscriptions: The first niche to the left contained a piece of stone from the first church in Scotland where the Congregational polity was adopted, with the appropriate inscription, "Scrooby Manor, A.D. 1606"; the second contained a fragment of rock from the spot where the Puritans last worshiped in the Old World, and bore the inscription, "Delft Haven, July, 1620"; and the third niche contained a fragment of the stone upon which the feet of the Puritans first rested in the New World, and was inscribed, "Plymouth Rock, December 22, 1620." The interior of the building was very attractive, the wood-work being of black walnut, handsomely carved and ornamented. This elegant church-edifice was destroyed by the great fire of 1871.

THE PLYMOUTH CONGREGATIONAL CHURCH.—This period of the history of this Church opens under the pastorate of Rev. Joseph E. Roy, who remained until July 1, 1860, when his resignation went into effect. During the remainder of this year, and the spring of 1861, the pulpit was supplied by Rev. J. L. Corning of Milwaukee, who, on account of ill health, was unable to continue to supply the pulpit, and, for a considerable period, the Church depended upon the professors in the Chicago Theological Seminary. Rev. Mr. Shipherd was installed pastor on June 9, 1862, and resigned in February, 1864. Rev. Harvey D. Kitchel, D.D., of Detroit, commenced his labors in this Church on November 24, 1864, and remained until July 1, 1866. The period of his pastorate was a peculiarly trying one. The old house of

worship on Third Avenue was exchanged for the new church-edifice at the corner of Wabash Avenue and Eldridge Court; but for some time after leaving the Third Avenue building, the Church was temporarily accommodated with a place of worship in Smith &



NEW ENGLAND CHURCH.

in strength. In 1858, its building was enlarged. In 1863, an organ was purchased, another church lot bought, and the church-building removed to the new location. The corner-stone of the new church-building was laid with appropriate ceremonies on August 10, 1865, and the

Nixon's Hall, at the corner of Clark and Washington streets, holding its first meeting there December 25, 1864, and its last, May 28, 1865. Arrangements were then made for the use of the basement of the First Unitarian Church, near the corner of Wabash Avenue and Hubbard Court, until the completion

too dear to the members to be surrendered, and when they saw that in jeopardy, they made a strenuous effort to save it. On April 24, 1859, Rev. Mr. Bartle retired from the pastorate, and about a dozen of the members separated themselves from communion with the South Congregational Church for the purpose of forming the nucleus of a new church organization.

On May 24, 1859, a call was extended to Rev. James H. Dill, of Spencerport, N. Y. He began his pastorate on May 29, and the work of the Church became a matter of more deep concern to all of the members. The church debt had up to this time rested upon it like an incubus. Rev. Mr. Dill determined that it should be removed, and it was mainly through his persistent efforts, and in part owing to his individual contributions, that its liquidation was finally effected. But the most generous donations were made toward this object by Colonel C. G. Hammond and Deacon Philo Carpenter. Rev. Mr. Dill resigned his pastorate on May 11, 1862, to enter the army as chaplain, and soon afterward he was



SITE OF PLYMOUTH CHURCH, CORNER OF MADISON AND DEARBORN STREETS.

of the basement of their own new church-edifice. The corner-stone of the latter was laid in July, 1865, and the lecture-room and parlors were completed and dedicated April 15, 1866. The main audience room was completed about October 1, 1867, and on the 13th of that month it was formally dedicated by Rev. Lewis E. Matson. This stately edifice was of stone, and substantially built, tastefully and richly finished, and was capable of seating fifteen hundred persons. The entire cost of the building was \$100,000.

The dedicatory sermon was the initial sermon of Rev. Lewis E. Matson, who had been called May 21, 1866. On account of ill health, Rev. Mr. Matson preached only four additional sermons. Being granted leave of absence, he sailed for France, February 28, 1868, and died in Lyons, June 21, of the same year, at the age of twenty-nine. He was a man of remarkable intellectual gifts. His death was a great disappointment to the Church, and was mourned by its members with heart-felt sorrow.

On the 25th of November, 1868, an invitation was extended to Rev. William Alvin Bartlett of Brooklyn, N. Y., to become pastor of Plymouth Church. The call was accepted, and, after preaching a few sermons in December and in January, 1869, he entered upon his stated labors in February. On April 22, 1869, he was regularly installed, and the Church at once began to increase its attendance, revenues and membership and to materially decrease its debt. In the spring of 1871, a fine organ was built at a cost of \$10,000.

SOUTH CONGREGATIONAL CHURCH.—The opening of the year 1858, found this Church financially embarrassed. The original organization of the Church was

commissioned chaplain of the 89th Illinois Infantry. He served in that capacity until his duties were terminated by death January 14, 1863.

Rev. William B. Wright of Cincinnati, was invited to succeed Mr. Dill, and commenced his labors with the Church on the 2d of November. On the 2d of December he was ordained, but, although after a satisfactory engagement of one year, he was requested by both Church and Society to become settled pastor, he was never installed. Five years of active labor made marked inroads upon his health, and, in July, 1867, at his own request, his labors terminated, in order to seek a change of climate. During his ministry the debt of the Society was entirely cancelled, the church-building enlarged and re-furnished, and sixty-six members added to the roll.

During the remainder of the year 1867, the pulpit of this church was occupied by various persons; and in December a call was extended to Rev. Charles M. Tyler, of Natick, Mass., who entered upon his duties January 19, 1868, and was regularly installed on the 6th of February. Toward the latter part of the year, on account of having labored ten years in the ministry, Rev. Mr. Tyler felt the need of a vacation, and the Church and Society granted him a four months' leave of absence to travel in Europe. During his absence, Prof. F. W. Fisk supplied the pulpit.

In 1868, the new church-lot, at the corner of Indiana Avenue and Twenty-sixth Street, was paid for, and preliminary steps taken toward the erection of a new church-edifice, the congregation having steadily increased in numbers. In the summer of 1869, a commodious house of worship was erected on the new lot, costing, including the furniture, \$26,800. It was first

used August 29, 1869, and dedicated September 12, 1869, Rev. William A. Bartlett preaching the dedicatory sermon.

EDWARDS CONGREGATIONAL CHURCH was organized by the action of an Ecclesiastical Council, on May 11, 1854. Its house of worship, which was at the corner of Desplaines and VanBuren streets, was dedicated May 13. The church-building was small but neat, and the seats were free. Rev. Mr. Nichols re-

continued to supply the pulpit until October 7, 1866, with the exception of the summer of 1862, when the pulpit was filled by Rev. Norman A. Millard.

In 1865, the church-building was removed from the north side of Washington Street to its present location, and, after being remodeled and enlarged, it was opened in January, 1866. On the first Sunday of the following October, Rev. C. D. Helmer commenced his labors as pastor with this Church. The church-building was again enlarged in 1867, and was burned on February 21, 1869. By April, the Society had determined to erect a new edifice, on the site of the one destroyed, which should be one of the finest

Washington A. Nichols"

maintained pastor until early in 1857, when he was succeeded by Rev. W. C. Foster, who preached his first sermon August 9, 1857. In 1858, the Church extended a call to Rev. Jeremiah Porter, who was the first Presbyterian minister in Chicago, and who had just closed an eighteen years' pastorate at Green Bay, Wis. His first sermon was preached July 11. In the following September the chapel was removed to the corner of Harrison and Halsted streets. Under Rev. Mr. Porter's ministrations, the membership of the Church rapidly increased, and the Church resolved to erect a new edifice.

Rev. Jeremiah Porter remained pastor until 1861, and was succeeded by Rev. A. L. Brooks, who had been pastor of the Third Presbyterian Church. Rev. Mr. Brooks commenced his labors with this Church March 16, 1862. By July, the church-building was enlarged to double its former capacity, this plan being finally decided upon instead of the erection of a new edifice. It was decided to change the connection of the Church from the Congregational to the Presbyterian denomination, and its name was consequently changed to the Edwards Presbyterian Church, *q. v.*

THE UNION PARK CONGREGATIONAL CHURCH was organized May 22, 1860, but previous to this time there had been services and a Mission Sunday-school looking toward this event. This Mission Sunday-school was started by the First Congregational Church, on West Washington Street, near Wood Street, in June, 1858, and in the following fall, a plain frame building was erected, with reference to its future use as a church. In 1859, an agreement was made between the officers of the First Church and the Chicago Theological Seminary, by which the building was removed at the expense of the latter, to the corner of Reuben Street (now Ashland Avenue) and West Washington Street, a part of the agreement being that the ownership of the building should be transferred to a Congregational Church, whenever one should be established in that neighborhood. The Seminary took possession of the building in October, 1859, and on Sunday, January 7, 1860, regular services commenced to be held therein by Professors Haven, Fisk and Bartlett, of the Seminary. The council for the organization of the Church met in the Seminary chapel May 22, 1860, and nineteen persons then entered into covenant with the Church, as follows: Rev. Joseph Haven, Mrs. Mary E. Haven, Rev. Samuel C. Bartlett, Mrs. Mary L. Bartlett, Rev. Franklin W. Fisk, Mrs. Amelia A. Fisk, E. B. Rockwell, Mrs. E. B. Rockwell, Charles H. Cushing, Mrs. Harriet D. Cushing, Mrs. Frederika Thomas, James Thomas, Barnard Thomas, Mrs. Sarah McKee, Charles H. Stoughton, Mrs. Harriet A. Singer, Mrs. Ellen M. Tweedale, Abraham Voorhees and Mrs. Camilla Voorhees.

The professors of Chicago Theological Seminary

in the city. The corner-stone was laid on August 7, 1869, and the new building was dedicated November 12, 1871. It is of Lake Superior sandstone, is capable of seating two thousand persons, and its cost was about \$125,000.

THE TABERNACLE CONGREGATIONAL CHURCH was organized May 27, 1866. In 1857, two schools were established by the First Congregational Church. One was named the Industrial Mission, and was located on North Union Street, near the river, and had for its object the teaching of plain sewing and reading to girls, holding week-day sessions, conducted by Mrs. Julia A. Warner. A Sunday-school was soon connected with it. In the same year, North Mission was opened, on Rucker Street, near Fourth. These two schools were ultimately consolidated, and named the Tabernacle Mission, and permanently located at the corner of Indiana and Morgan streets. Dr. J. H. Hollister, T. T. Gurney and Major D. W. Whittle were successively in charge of the enterprise, and, finally, the Tabernacle Congregational Church was organized. A church-building was erected at a cost of about \$20,000, with a seating capacity for fifteen hundred people, and Rev. J. W. Healey was called to the pastorate. He remained with the Church until October 16, 1868, when, on account of failing health, he tendered his resignation. Rev. E. F. Williams then became pastor, and remained in that relation until October 16, 1873.

BETHANY CONGREGATIONAL CHURCH was organized October 11, 1868. It was the outgrowth of a Sunday-school established March 28, 1858, by fifteen teachers from the Union Park Baptist Church, in the school-house on Rose Street, near Chicago Avenue, and was known as the Rose street Mission. The name was afterward changed to the Chicago-avenue Mission, and, still later, to the Hope Mission. In 1862, the school was disbanded, but many of the teachers and scholars became members of a school which Curtis L. North had previously organized on Reuben Street.

In 1864, the North Mission was established by the First Congregational Church, which was sustained by teachers from that Church and students from the Chicago Theological Seminary, until it was transferred to the present Bethany Congregational Church, on Huron Street. On July 23, 1867, the officers and teachers formed a religious society. The original members of the society were Henry W. Rice, John C. Wiswall, L. P. Lyman, Edward A. Moseley, K. M. Bissell, Robert J. Jeneson, Elijah Rathbun, James F. Bradley, Ezra A. Cook and Theodore B. Wells. In December following, the Society purchased three lots on Huron Street, and in July, 1868, completed the building in which Bethany Church now worships, at a cost of \$3,050. In May, 1868, James Harrison was regularly engaged as missionary for this field, and, in October, the Church was

formally organized by a council, of which Rev. C. D. Helmer was moderator. On Sunday, the 11th, the Church was recognized, Rev. E. P. Goodwin preaching the sermon. James Harrison was ordained December 17, 1868, and remained pastor until near the close of 1871.

CHICAGO THEOLOGICAL SEMINARY.—In the first volume of this History the struggles of the Seminary, with reference to its property, were recounted until, in 1862, it had come into possession of an unincumbered site facing Union Park. The second period of the history may be properly introduced although it is not in strict chronological order, by the continuation of its successes in the accumulation of property and the erection of buildings.

The inadequacy of its grounds fronting on Union Park, soon led to further efforts to secure a more suitable location. In April, 1862, Philo Carpenter offered to take the lots on the corner of West Washington Street and Ashland Avenue, and give the Seminary, in exchange, the ground on the northwest corner of Ashland and Warren avenues, also fronting on Union Park. This exchange involved a gift by Mr. Carpenter of \$7,000, and was in lieu of a previous conditional donation of \$5,000 to the Professorship of Ecclesiastical History. The Board, recognizing the continued liberality of Mr. Carpenter, resolved to name the main building to be erected "Carpenter Hall."

The first building occupied by the Chicago Theological Seminary was the First Congregational Church, the parlors of which were used at the opening of the Seminary, October 6, 1858, as the chapel, lecture and recitation rooms. In 1859, the First Congregational Church offered to the Seminary, for five years, the use of an unfinished mission-building, standing a few blocks west of Union Park. This was removed to the corner of West Washington Street and Ashland Avenue, and enlarged to meet the necessities of the Institution.

The first permanent building erected was that known as Keyes Hall, which was completed in the fall of 1865. It was named after Willard Keyes, of Quincy, Ill., who had given a block of land in that city toward endowing the Professorship of Ecclesiastical History, the avails of which were, with his consent, diverted to the purpose of erecting this hall. It contained studies, rooms for general use, and dormitories for thirty-eight students. But when completed it was found inadequate to meet the wants of the Seminary.

The next building erected was "Carpenter Hall," the north wing of which was begun in 1868. In 1869, this wing was ready for use. It contains a chapel, lecture-room and twenty suites of rooms for students.

After four years of preparatory struggle, the Chicago Theological Seminary was formally opened October 6, 1858, in the parlors of the First Congregational Church. A portion of the board of directors, two professors, and ten students were in attendance. The professors at the time were Rev. Joseph Haven, D.D., and Rev. Samuel C. Bartlett, D.D. The examination of students was assigned for the next day, and when the Seminary's work was fairly begun there were twenty-nine students enrolled.

The inauguration of Rev. Joseph Haven, as Illinois Professor of Systematic Theology, took place on the 20th of October, and that of Rev. Samuel C. Bartlett as New England Professor of Biblical Literature on the 21st. Thus was the Seminary fairly started on its mission. But notwithstanding many difficulties had been overcome, there yet remained numerous trials with which the Seminary must contend, numerous practical questions to be put to the test and settled,

Proposed Union with Oberlin.—The informal attempt, made in 1857, to effect a union with Oberlin has been referred to. No further movement was made in this direction until June, 1869, when Hon. C. G. Hammond, Revs. A. S. Kedzie and H. Foote, members of the board of directors, were sent to Oberlin with a formal proposal for the transfer of the Theological Department of Oberlin College, with its funds and professors, to Chicago. The chief reason for the proposed transfer was that many of the churches of the Northwest felt a warm interest in Oberlin, and were at the same time officially connected with the Chicago Theological Seminary, through the Triennial Convention. The trustees of Oberlin College declined the proposal for several reasons, principal among them being their doubts as to the legality of such a transfer, and that the Oberlin Seminary had a peculiar work to do in training ministers for the opening fields in the Southern States.

The Seminary's Funds.—The endowment of the Seminary was begun in 1855 by Rev. Stephen Peet, the first president and financial agent of the Seminary. After his death it was augmented by the labors of his successor, Rev. Adam S. Kedzie. Previous to the opening of the Seminary in October, 1858, several scholarships had been endowed. The professorships did not become productive, and the scholarships only partly so, during the first five years of its existence, and the expenses of the Seminary, including the salaries of the professors, were paid from the general fund.

The net nominal assets of the Seminary, on October 20, 1858, amounted to \$149,474.21. Of this sum \$82,132.10 was in real estate, and most of the remainder in subscription notes to the general fund and to professorships and scholarships. But very little cash was in the treasury with which to meet current expenses. Many of the subscription notes became due in five annual installments. When they matured, many of the makers of them found it beyond their power to pay them, the country not having yet recovered from the commercial crisis of 1857. A few years later came the Civil War, and among the volunteers for the defense of the Union were many who had signed obligations to the Seminary. Some of these volunteers never returned. And though an admirable system of collections was persistently pushed by the Treasurer, collections could not be made, and, in 1861, there were due the Seminary \$101,980.59.

To avert the failure which seemed impending, strenuous efforts were made. The three members of the faculty voluntarily reduced their respective salaries, and the treasurer, L. D. Olmsted, having died in the winter of 1862-63, and the general agent, Rev. A. S. Kedzie, having resigned, the two offices were combined by the appointment of Rev. H. L. Hammond, at a salary of \$1,000. A proposition was made to the General Associations of Michigan, Indiana, Illinois, Wisconsin, and Iowa that, by special contributions for three years, they should raise sufficient to pay the salaries of the professors, \$6,000. The proposition was cordially received, but, through all these efforts, only \$4,000 per annum were raised. In the summer vacation, the professors, by request of the board of directors, went to New England, and by appeals to friends there, secured relief to the amount of \$4,000; and thus, by various means, notwithstanding prophecies of failure, the Seminary was kept alive. During this year the indebtedness of the Seminary was reduced from \$28,000 to \$8,000.

Endowments.—The professorships, already mentioned as having been secured during the agency of

Rev. A. S. Kedzie, did not become available. The donation by Willard Keyes, of Quincy, Ill., for endowing the Chair of Ecclesiastical History was diverted to the erection of Keyes Hall; and the donation by Philo Carpenter of land in Chicago, the avails of which were to have been used in endowing the Chair of Biblical Theology, was, with his consent, devoted to other uses of the Seminary. In April, 1863, Philo Carpenter, recognizing the necessity of such endowments, made a proposition to the board of directors, to himself give \$5,000 toward the endowment of each of three professorships, on condition that the board raised \$20,000 additional for each professorship. Professor Fisk being called to labor in Plymouth Church, Milwaukee, made such a favorable impression upon its members, that they heartily undertook the task of endowing his professorship, and raised the \$20,000—Professor Fisk himself raising \$3,000 among his friends in Boston, Mass. Thus was the "Wisconsin Professorship of Sacred Rhetoric" endowed.

The Professorship of Biblical Literature was assigned to New England. After \$5,000 had been subscribed in Illinois, \$3,000 by the New England Church, of Chicago, \$1,000 by Rev. W. A. Nichols, of Chicago, and \$1,000 by Moses Pettingill, of Peoria, Professor Bartlett made three trips to the East, and succeeding in raising, in notes and cash, \$25,000. Thus was endowed the "New England Professorship of Biblical Literature."

Professor Haven undertook the work of raising the \$20,000 needed to complete the endowment of the Chair of Systematic Theology. New England contributed toward this endowment \$2,050; St. Louis, Mo., \$500; and Terre Haute, Ind., \$300, while Illinois contributed \$14,000. Previous to the meeting of the Third Triennial Convention, April 27, 1864, \$1,450 additional had been secured by the labors of Revs. E. N. Lewis, J. W. Case, H. M. Daniels, C. A. Leach, J. C. Roy and others—thus endowing, within \$1,700, the "Illinois Professorship of Systematic Theology."

By the year 1867, each of these endowments had been raised to over \$30,000. In 1868, the Churches in Michigan began to vigorously push the work of endowing the Chair of Ecclesiastical History. Their work would doubtless have met with success had it not been rendered unnecessary by a legacy to this Chair of \$30,000 by Mrs. Mary J. Sweetzer, whose death occurred October 7, 1870.

The Iowa Professorship of Pastoral Theology and Special Studies was partly endowed by that State in 1869.

So, in 1871, there were four endowed Professorships in the Seminary and one partially endowed.

The scholarships endowed since 1858, at the opening of the Seminary, are as follows: The Tilson scholarship of \$1,500, founded by Joseph Tilson, became productive April 1, 1864; the Depew scholarship, by Mrs. Margaret Depew, became productive at the same time; the Billings scholarship, of \$1,500 by Horace Billings of the Deer Park, of \$1,500, by the Deer Park, Ill., Congregational Church; and the Olivet, of \$1,500, by the Olivet, Michigan, Congregational Church,—were all established prior to April, 1864, and the total productive scholarship fund was then slightly in excess of \$7,500. By the year 1867 there had been established twenty-two, and in 1870, twenty-six—the aggregate of scholarship endowments being \$31,114.82, of which \$18,623.04 had become productive.

Thus, when the great fire of 1871 came upon the city, the Seminary had become possessed of a valuable

site on the corner of Ashland and Warren avenues. Its original cost was \$36,000, and in 1871 it was valued at \$60,000. On this lot, two buildings had been erected—Keyes Hall, valued at \$25,000, and Carpenter Hall, at \$40,000. A library of five thousand volumes had been accumulated, valued at \$6,000, and the total assets of the Seminary had reached the sum of \$275,587.53, while the net assets were \$254,036.72.

The Seminary started with two professors—Joseph Haven in the Chair of Systematic Theology, and Samuel C. Bartlett in that of Biblical Literature. On April 28, 1859, Rev. Franklin W. Fisk was inaugurated professor of Sacred Rhetoric and Homiletics. On September 21, 1869, Rev. James T. Hyde was elected professor of Pastoral Theology and Special Studies; and in 1870, Professor Haven, while absent in Europe, resigned the professorship of Systematic Theology, which remained vacant until September 14, 1871, at which time Rev. George N. Boardman, D.D., was inaugurated.

Including the eleven students who graduated in April, 1871, there had been graduated from the regular course of study one hundred and six students, and from the special course, twenty. The total number of students in attendance in the regular course up to this time was three hundred and seventy-seven, and in the special course seventy-six.

The smallest number of graduates in the regular course was in 1860, when there was but one, while the largest number was in 1869, sixteen. In the special course there had been graduates in only six years.

REV. FRANKLIN WOODBURY FISK, D.D., professor of Sacred Rhetoric in the Chicago Theological Seminary, was born in Hopkinton, N. H., February 16, 1820. On his father's side he is descended from an ancient English family, which traces its genealogy back to Symond Fiske, Lord of the Manor of Stradhagham, parish of Laxfield, County of Suffolk, England. Symond Fiske lived in the reigns of Henry V. and VI., and was entitled to a coat-of-arms. Several of his descendants gained a reputation for piety and liberal culture, and, during the protracted period of the Reformation, and more especially during the days of Queen Mary, suffered severe persecutions on account of their firm adherence to evangelical principles; and one of them, to escape being burned at the stake, was concealed many months in the dark obscurity of a cellar, where he labored diligently by candle-light for his own support. Robert Fiske was fourth in descent from the above mentioned Symond, and was the father of John and William Fiske, who, together with their mother and two sisters, embarked for America in 1637. They settled with their families at Wenham, then part of Salem, Mass., in 1640. The former had been ordained in the English Church, and became a noted and influential minister in the colony. William Fiske was also a man of mark, and was the progenitor, in this country, of that branch of the Fiske family to which Rev. Franklin W. Fisk belongs. The change of the mode of spelling the name was made between 1728 and 1765. His father was Ebenezer Fisk, who was the son of Deacon Ebenezer Fisk, of Amherst, Mass. His mother was Hannah (Proctor) Fisk, daughter of Deacon John Proctor, of Henniker, N. H. At an early age he left home and worked one or two years with his brother, John Proctor Fisk, in the factories of the Merrimac Corporation, at Lowell, Mass. In the fall of 1835, he entered, in company with his brother, Phillips Academy, at Andover, Mass. Having no pecuniary means, he was obliged to teach school alternately with his study in the Academy, until he had completed his course at Andover. He taught in Methuen and East Abington, Mass., and in Fairton, Bridgeton and Burlington, N. J. In September, 1845, he entered Yale College, from which institution he was graduated in 1849, with the highest honors, being valedictorian of his class. He then entered the Theological Department of Yale College, and was graduated from it in 1852. He was licensed to preach July 19, of that year; was a tutor in Yale College from 1851 to 1853; and, from January to May, 1853, he was a student in Andover Theological Seminary. From May until November, 1853, he traveled in Europe. While abroad, he was appointed professor of Rhetoric and English Literature in Beloit College, Wisconsin, and entered upon his duties there in April, 1854, having abandoned, for a time, the idea of entering the ministry on account of disease of the eyes. He remained in Beloit College until July, 1859. In April, 1856, he was elected to the Chair of Sacred Rhetoric in the

Chicago Theological Seminary, and was one of the first three professors that accepted appointments in this institution.—Rev. Joseph Haven, D.D., and Rev. Samuel C. Bartlett, D.D., being the other two. He was inaugurated as professor April 28, 1859, and was at the same time ordained to the gospel ministry. He entered on his duties in connection with his present professorship in the fall of 1859, a year after the Seminary was opened for the reception of students. His professorship, which thus extends over a period of twenty-six years, has been eminently successful, and satisfactory to the authorities and friends of the Seminary. Professor Fisk received the degree of Doctor of Divinity from Olivet College, Michigan, on June 29, 1865. He was elected president of the Chicago Congregational Club for 1884, and is one of the authors of a work entitled "Current Discussions in Theology." He has published a work on Homiletics, entitled a "Manual of Preaching." Professor Fisk was married March 9, 1854, to Mrs. Amelia A. Austin, formerly Miss Amelia Allen Bowen, daughter of the late George Bowen, of Woodstock, Conn. They have three children—Franklin Proctor, who graduated at Beloit College in 1878, and was married to Miss Kate L. Tanner, of Rockford, Ill., December 27, 1881; Emelia Maria; and Henry E., who graduated at Yale College in 1883.

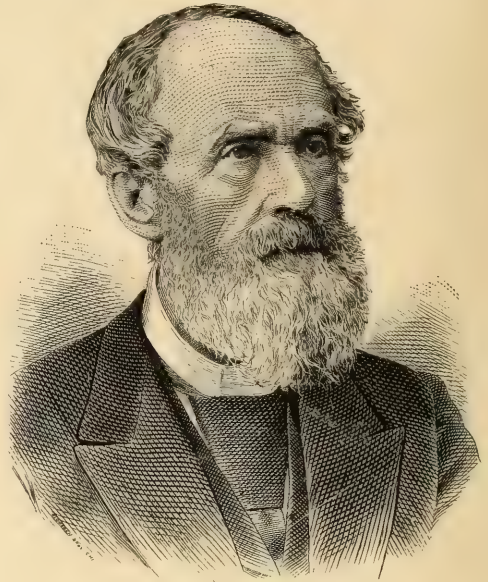
THE BAPTIST CHURCH.

THE FIRST BAPTIST CHURCH.—In the first volume, the history of this Church closes with the pastorate of Rev. W. G. Howard, D.D., who resigned in 1859. In May of that year he was succeeded by Rev. W. W. Everts, D.D., of Louisville, Ky. Within six months after his arrival, he paid off a debt of \$14,000 on the old building at the corner of LaSalle and Washington streets. During 1860, the New-street Mission Sabbath-school was removed to a more eligible field of labor, and was thereafter known as the Shields' Mission Sabbath-school of the First Baptist Church, being named after the noble Christian lady who donated most of the \$5,000 which the lot and the improvement of building cost. In 1860, this Mission was removed to Twenty-fifth Street, near Wentworth Avenue. It was afterward organized into an independent Church, under the name of the Twenty-fifth-street Church.

During the same year the Bremer-avenue School, which was also under the care of this Church, was removed to the corner of Division and Sedgwick streets. Lots were purchased, and a beautiful and commodious house erected, combining the purposes of school-house and church, at a cost of \$30,000. The name was changed to the North Star Mission. The building was dedicated in 1862. In 1863, this Church erected a brick structure on Indiana Avenue, near Ridgely Place, at a cost of nearly \$8,000. The building was dedicated April 12, 1863, and the Church was named the Indiana-avenue Baptist Church.

In the meantime the site occupied by the First Baptist Church had become the center of trade, and it was deemed advisable to change the location of their church-edifice. On February 15, 1864, it was voted to sell the property on the corner of LaSalle and Washington streets for the sum of \$65,000; not less than one-third of which should be devoted to the aid of other Baptist churches, and the other two-thirds, with other property and contributions of the Society, should be devoted to the erection of a new building on Wabash Avenue. The offer of the Chamber of Commerce of \$65,000 for the property, exclusive of the church-edifice, was accordingly accepted, and the following distribution made: To such members of the Church as should unite with others in forming the Second Baptist Church in the West Division of the city, the building and the fixtures of the former house of worship, valued at \$10,000; to the North Baptist Church, \$6,500; to the Union Park Church, \$4,000; to the Wabash-avenue Church, \$3,000;

to the Berean Church, \$1,000; to the Olivet (colored) Church, \$5,000. This adjustment left in the hands of the First Baptist Church \$50,000 of the money received for the lot; and on April 3, 1864, the date of the last services in the old church-building, \$17,000 more was



REV. LUTHER STONE, D.D.

raised toward the erection of the new building, together with \$500 to erect a monument to the memory of Rev. Allen B. Freeman, the first pastor.

With a portion of the money thus remaining, a lot was purchased at the corner of Wabash Avenue and Hubbard Court, and immediate steps were taken to erect upon it an elegant and commodious house of worship, to cost \$100,000. The corner-stone was laid September 13, 1864, Rev. W. W. Everts, D.D., delivering the address. The lecture-room was dedicated on January 1, 1865, and the children's chapel on March 26. The church-building itself was dedicated on March 18, 1866. Instead of costing but \$100,000 as was first anticipated, the actual cost was \$175,000; which was in consequence of the large and unexpected advance made in the prices of labor and material. The indebtedness of the Church at the time of the dedication was about \$75,000. Dr. Everts announced that \$110,000 had been collected and that \$50,000 more was needed to complete the tower. In response to this announcement \$46,000 were contributed in half an hour. In December following a new organ was erected, costing \$10,000. At that time the First Baptist Church was the largest in membership and had the largest edifice of any Protestant denomination in the West. The great fire of 1871 burned out and dispersed the membership; and the second great fire of 1874 destroyed their universally admired church building, causing a loss of at least \$150,000.

REV. WILLIAM WALLACE EVERTS, D.D., for twenty years intimately identified with the religious and charitable institutions of Chicago, was born at Granville, Washington Co., N. Y., March

13, 1814. His father was Samuel Everts, a school-teacher by profession, who was a brigadier-general of militia in the War of 1812. His mother, whose maiden name was Phoebe N. Spicer, was a native of New York, and also a school-teacher. In 1826, the family removed to Michigan; and the same year Dr. Everts's father died. His mother successfully reared a family of five sons and four daughters, two of the former becoming ministers, and one daughter a noted missionary in India. Dr. Everts joined the Baptist Church when fourteen years of age, and he early gave evidence of great energy of character. When he was fifteen years old, Rev. Henry Davis, D.D., of Brockport, N. Y., invited him to become a member of his family. In 1831, young Everts entered the preparatory department of Hamilton Literary and Theological Seminary, now Madison University. Eight years afterward he graduated with high honors. He first preached in several vacant pulpits, and in 1832, he was licensed by the Brockport Church. Soon afterward he was engaged permanently by the Baptist Church at Earlville, Madison Co., N. Y., and in 1837 he was ordained. After completing his studies, he accepted a call to the Tabernacle Church, New York City, as the successor of the noted Archibald Mackay, D.D. Through his efforts, a series of revivals began in New York, which

against slavery, he resigned his pastorate, although a majority of the Church sustained him. It was due in a great measure to the efforts of his friends in this Church that Kentucky was prevented from seceding from the Union. The First Baptist Church of Chicago once more extended a call to Dr. Everts, which he accepted in August, 1859. After twenty years of service in Chicago, during which the University of Chicago and the Morgan Park Theological Seminary made heavy drafts upon his time and sympathy, Dr. Everts returned to the vicinity of his former field of work, and settled with the Baptist Church in Jersey City, N. J. He entered upon the pastorate with his usual zeal, and met with his accustomed success. Having passed the age of seventy years, in 1885 he retired from pastoral services, to devote the remainder of his life to lecturing and literary labor. Dr. Everts has been married three times. His first wife was Miss Maria Wycoff, who died after a brief union. He was married the second time to Miss Margaret Burtis, who shared his labors for twenty years. His present wife is Miss Naomi Townsend.

THE NORTH STAR MISSION was organized in October, 1859, as the Bremer-avenue Mission, which, after about two years, was consolidated with the Chicago-avenue Mission, the new organization taking the name of the North Star Mission. A new chapel was erected at the corner of Division and Sedgwick streets, and dedicated on Sunday, December 29, 1861. Rev. G. L. Wren was installed pastor in October, 1862. A new church-building was soon required, and, as a preliminary step toward its erection, a lot at the corner of Division and Sedgwick streets was purchased in August, 1865.

In June, 1866, the Rolling-Mill Mission, which had been for some time suspended, was re-established under the auspices of this Mission, and a new chapel, erected for its use, was dedicated in November, 1866. Early in 1867 two other mission stations were established—one on Bremer Street, the other west of Lincoln Park. During that year, the building occupied by the North Star Mission was remodeled and enlarged, and was dedicated December 14, 1867. The membership was at that time one hundred and thirty, and the average attendance at the Sunday-school was seven hundred and twenty-five, taught by fifty teachers. Rev. George L. Wren, who had been pastor seven years, preached his farewell sermon on Sunday, October 3, 1869. The building of this Mission was destroyed by the great fire of 1871, causing a loss of about \$10,000.

THE SECOND BAPTIST CHURCH was organized in 1864, a full account of which is given in the history of the Tabernacle Baptist Church in the first volume of this work. The building so long used by the First Baptist Church, on the corner of Washington and LaSalle streets, having been accepted by the new Church, was re-erected on the southwest corner of Monroe and Morgan streets, in almost precisely its former style and arrangements. The outer walls were raised above the window cornices, the ceiling was divided into six panels, instead of twenty-four, the columns supporting the gallery were in green and bronze, and the entire wood-work was grained in oak. The lecture-room was occupied for the first time on Sunday, October 30, 1864, and the dedication occurred Sunday, January 8, 1865. The dedicatory sermon was delivered by Rev. Nathaniel Colver, D.D., who had resigned the pastorate December 1, 1864, and he was assisted by Rev. J. C. Burroughs, D.D., by Rev. S. M. Osgood, and by the newly-elected pastor, Rev. E. J. Goodspeed, formerly of Janesville, Wis.

Such was the success of Rev. E. J. Goodspeed that, in the summer of 1867, it became apparent that the church needed to be enlarged to accommodate the increasing congregations, and it was decided to extend it westward across the twenty-seven-foot lot bought some time previously for a parsonage. This work was in-



FIRST BAPTIST CHURCH.

were the beginning of an era of prosperity never before experienced by the Baptists of that city. During three years, seven hundred members were received into the Church, and its missionary spirit became developed, so that the members purchased a house of worship of another denomination, which became known as the Lighthouse Church. The membership increased from less than one hundred to over six hundred in a few years. Dr. Everts's health becoming impaired, he traveled abroad for a season, and upon his return, took a quiet pastorate at Wheatland, Monroe Co., N. Y. His health soon recovered, and his energetic spirit was again aroused. Churches were organized in surrounding villages, and his labors met with great success. His fame extended to the West, and a call was tendered him by the First Baptist Church of Chicago, but his unfinished work in Wheatland forbade its acceptance. After his special supervision was no longer essential to its progress, he accepted a call to the Walnut-street Baptist Church, Louisville, Ky. In 1853, he entered upon that field with characteristic zeal. He pursued the evangelistic and church-extension policy which he had inaugurated in former fields, and made it as great a success. The war coming on, and his sympathies being with the North and

trusted to, and performed by, John M. VanOsdel, at a total expense of about \$14,000. On Sunday, January 5, 1868, the pastor reported that this Church, during the year 1867, expended \$45,403.79, and during the three years just closed it had spent \$100,000, in defraying their own expenses, in contributing to other churches and for missionary purposes. At that time the Church had seven hundred and sixty active members, and a very large Sunday-school, its Bible classes alone numbering three hundred. During the first six years of Rev. Mr. Goodspeed's pastorate, the membership grew from two hundred to nearly eleven hundred, and its home Sunday-school increased to upward of one thousand, with sixty teachers, besides which the Church sustained a flourishing Mission Sunday-school in the northwest portion of the city, one at Bridgeport, and one at the Stock-yards.

THE UNIVERSITY-PLACE BAPTIST CHURCH had its origin in 1859. At that time there was no Baptist Church south of Harrison Street, and no Church south of Twelfth Street, except the Salem Congregational Church, at Cleaverville, and the South Congregational Church, on the lake shore, at the foot of Rio Grande (now Twenty-sixth) Street. A weekly prayer-meeting was established at the house of Deacon C. T. Boggs, which was led by Rev. J. A. Smith, D.D. Not long afterward, to meet the wants of the students, a service was established on Sunday afternoons in the chapel of the University building, at which preaching was maintained by Rev. J. C. Burroughs, D.D., president of the University. A Sunday-school was also begun, which soon had upward of one hundred scholars.

Soon after this, the First Baptist Church, designing to establish a Mission on Indiana Avenue, at Thirtieth Street, proposed to those connected with the work at the University to transfer their efforts and means to the proposed Mission; and accordingly, in the summer of 1863, upon the opening of the chapel on Indiana Avenue, the congregation and Sunday-school that had been gathered at the University were transferred, and many entered into membership with the Indiana-avenue Baptist Church. These members had, however, not ceased to appreciate the importance of the field at the University, which they had temporarily abandoned, and, in 1867, they re-organized the Sunday-school in the chapel of the University, and, on September 22, 1868, the Cottage Grove Baptist Society was organized, with Rev. J. A. Smith, D.D., as pastor, the meetings being held in the chapel of the University.

On Sunday, December 6, 1868, a Church was constituted, with a membership of ninety-four, adopting the name of the University-place Baptist Church, as they intended to secure a site on that street. The first deacons were N. H. Hovey, Jesse Clement and H. B. Brayton. Rev. J. A. Smith, D.D., was unanimously chosen pastor of the new organization, which, on May 23, 1869, was publicly recognized as a Baptist Church, the sermon of recognition being preached by Rev. E. J. Goodspeed. The Church was induced to forego its original design of locating on University Place, and, instead, purchased lots on Thirty-fifth Street, at the head of Rhodes Avenue. These lots cost \$11,000, and upon them a brick chapel was erected, which cost \$14,814. The dedication took place Sunday, June 25, 1871, Rev. G. W. Northrup delivering the dedicatory sermon. A statement was made of the financial condition of the Society at that time. A collection was then taken up of \$2,761, leaving the indebtedness somewhat over \$16,000.

Rev. J. A. Smith remained with the Church until April, 1869. Rev. J. B. Jackson, D.D., occupied the

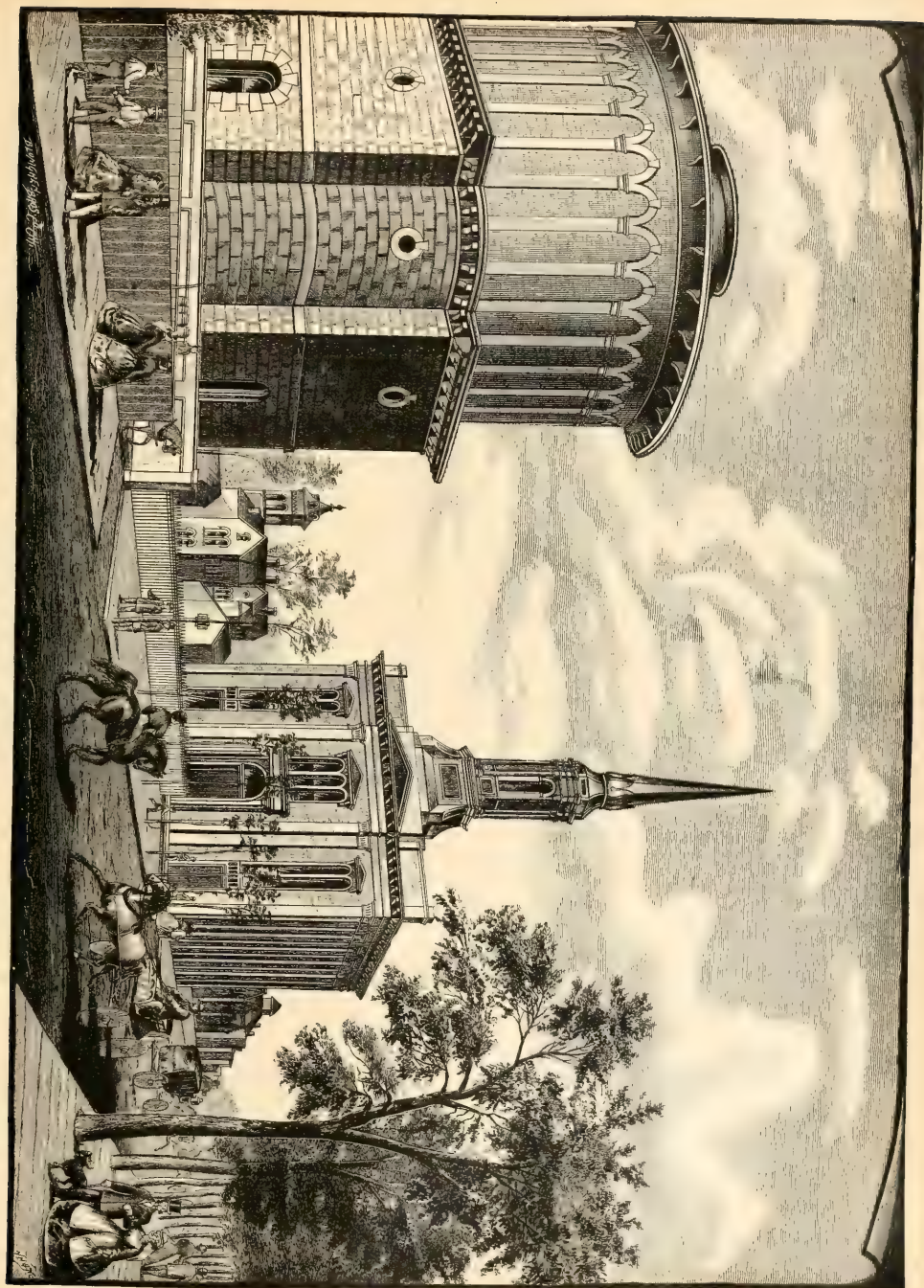
pulpit from April to October, 1869, when he was succeeded by Rev. William Hague, whose pastorate closed in November, 1870. From that date until February, 1873, the Church was without a regular pastor.

THE WABASH-AVENUE BAPTIST CHURCH. — The history of this Church was traced in the previous volume, as the Edina-Place Baptist Church, until August 31, 1862, when its name was changed to the Wabash-avenue Baptist Church. The removal, alteration and repairs of the building created a debt, the semi-annual interest of which was \$250. The year 1863 opened with a series of revival meetings, after which over forty were added to the church membership. Rev. Robert Boyd, who had been pastor of this Church since its organization, tendered his resignation in July, 1863, to take effect at the close of August. This course was rendered necessary by his failing health. Action upon the resignation was postponed until Sunday, September 6, in order to prove the effect of cessation from labor upon the pastor's health. On this day, the result not having been what was hoped, the resignation was reluctantly accepted, and, on September 13, Rev. Mr. Boyd preached his farewell sermon.

During the interval between the acceptance of the resignation of Rev. Robert Boyd and the procuring of his successor, the pulpit was supplied by Rev. E. J. Goodspeed, of Janesville, Wis.; Rev. Jesse B. Thomas, of Waukegan, Ill.; Rev. J. A. Wight, Rev. Nathaniel Colver, Rev. J. S. Dickerson, of Wilmington, Del.; Rev. Mr. Coleman, of Ottawa, Ill., and Rev. Edward G. Taylor, of Cincinnati, Ohio. A call was extended to Rev. E. G. Taylor, who accepted it, and preached his first regular sermon February 14, 1864. The event of this year, among the Baptist churches, was the sale of its property by the First Baptist Church, at the corner of Washington and LaSalle streets, to the Chamber of Commerce, and a distribution of a third of the proceeds among the various Baptist congregations of the city. The Wabash-avenue Church received \$3,000, which it used in the liquidation of its debt. But the subject of main interest to this Church was the future location of the First Church. A remonstrance was made against its removal so far south as Eldridge Court, as they would thereby seriously interfere with the field of labor of the Wabash-avenue Church. The First Church located on Wabash Avenue, just south of Hubbard Court. On October 23, 1865, Rev. E. G. Taylor resigned his pastorate.

A unanimous call was then extended, October 29, to Rev. Samuel Baker, D.D., of Williamsburgh. Dr. Baker preached his first sermon in this Church November 5, 1865. At a meeting held April 15, 1868, the Church almost unanimously favored selling their property on Wabash Avenue for not less than \$35,000, and building a new house of worship further south. Before this was accomplished, however, a proposition was made to the Indiana Baptist Church that the two churches unite, but the proposition was rejected by the latter Church. On the same day this action was made known Rev. Samuel Baker resigned. A call was then extended to Rev. Jesse B. Thomas, D.D., who, in March, 1869, gave his formal acceptance.

In February, 1869, lots were secured on Michigan Avenue, just south of Twenty-third Street, for the purpose of erecting thereon a church-building. Work upon the new edifice was soon afterward commenced, and in July the trustees were authorized to negotiate a loan of \$50,000 to complete the building. In March, 1870, the Church property on Wabash Avenue and Old (now Eighteenth) Street, was sold for \$38,000. On January



SECOND BAPTIST CHURCH, CORNER OF MORGAN AND MONROE STREETS.

25, 1871, the name of the Church was changed to the Michigan-avenue Baptist Church. On Sunday, January 29, the new church-edifice was dedicated.

THE NORTH BAPTIST CHURCH was organized in 1858. Services were first held in Rush Medical College on August 29. By the 1st of November arrangements were made for the erection of a church-building at the corner of Dearborn and Ohio streets, and on January 16, 1859, religious services were held in this building. On the 11th of January, a council met to consider the propriety of organizing and recognizing this body as a Baptist Church. I. E. Kenny, Lyman Bridges, J. J. Knott and L. B. Rundell were appointed the committee to which the subject was referred, and, in accordance with their recommendations, the council recognized the Church. On the 10th of October following, a council convened for the purpose of considering the propriety of ordaining A. A. Kendrick to the work of the Gospel ministry, as the pastor of the North Baptist Church, he having commenced to preach for them in September previous. In 1864, a lot on the corner of Dearborn and Superior streets was purchased, to which the church-building was moved.

On October 10, 1865, Rev. A. W. Tousey was ordained, and succeeded to the pastorate, remaining about two years, when he was succeeded by Rev. Reuben Jeffries, D.D., who was installed October 24, 1867, on the occasion of the first occupation by this Church of the old Unity Church building, on the corner of Dearborn Street and Chicago Avenue. This edifice cost the Church \$16,500, and they gave their old building to the Lincoln Park Mission. The North Baptist Church occupied its newly-acquired property until it was destroyed by the fire of 1871, entailing a loss of about \$20,000.

THE FREE-WILL BAPTIST CHURCH was organized in 1864. In the previous year, three families of this religious belief came from Boston to Chicago, and Rev. Professor R. Dunn, discovering that they had been in his pastorate in the East, exerted himself to extend the Society. After a time, regular services were held in the Seventh Presbyterian Church. Before the close of the year, a site was selected at the corner of Jackson and Peoria streets, and early in 1864 a small chapel was erected and a church organized with thirty-seven members. Soon after they commenced the erection of a church-building, which was completed and dedicated on Thursday, December 7, 1865. Previous to that time the following ministers had preached for this Church: Rev. W. G. M. Stone, May 14, 1865; and Rev. J. B. Page, August 27, 1865. The dedicatory services were conducted by President Fairfield of Hillsdale College. Immediately after the termination of the evening services the building was found to be in flames, the fire originating from defective furnace flues, and the new edifice was burned to the ground. The aggregate loss was \$18,000, which was reduced to \$7,000 by the insurance collected. They were offered the use of the Seventh Presbyterian Church, at the corner of Halsted and Harrison streets; which offer was accepted, and almost immediately the work of rebuilding was commenced.

On Sunday, December 9, 1866, the new edifice was dedicated. Rev. R. M. Graham, about then, succeeded to the pastorate, and was installed January 30, 1867.

The second church-building was not long satisfactory to this congregation, and, in 1869, a lot was purchased, at the corner of Loomis and Jackson streets, upon which a new structure was erected at a cost of about \$18,000. On September 18, 1870, the new building was dedicated, Rev. Dr. Dunn again officiating.

The financial statement was read by Rev. J. B. Drew, who had succeeded the Rev. Mr. Graham as pastor. The statement showed that every dollar of the expense of building the church, which amounted to \$25,000, had been paid.

THE CHICAGO BAPTIST THEOLOGICAL SEMINARY. —As early as 1858, the question of founding a Baptist Theological School in the Northwest was somewhat discussed but no conclusive action was then taken. In 1860, a meeting was held in the First Baptist Church, to consider the importance of establishing such a Seminary in connection with the University of Chicago. Among those present were J. B. Olcott, financial agent of the University, J. A. Smith and Edward Goodman of the *Christian Times* (now the *Standard*), and Rev. W. W. Everts. After deliberation, all agreed that such an institution should be founded. To facilitate organization the rough draft of a constitution was presented, and referred to a committee for consideration and report next year. But so fearful were some lest premature action should imperil the University, that during the next two years little was done. In 1863, a large meeting was held at the First Baptist Church, where a perfected constitution was reported, and the Baptist Theological Union formally organized, but the charter of the Society was not obtained until February, 1865.

Rev. Nathaniel Colver, D.D., pastor of the Second Baptist Church, looking forward to the opening of the proposed Theological School, taught a class in theology during 1865-66, D. L. Moody being one of his students. In the autumn of 1866, the school was opened at the University, with Dr. Colver professor of Biblical Theology and Rev. G. C. Clark professor of Hebrew and Exegesis. Fifteen students were enrolled. Dr. Colver was persuaded to resign his work in Chicago, to organize the Freedmen's Theological School at Richmond, Va. This led to the resignation of Rev. Mr. Clark, and the breaking up of the classes. Early in 1867, Dr. G. W. Northrup, professor of Church History in the Rochester Theological Seminary, accepted an appointment to the presidency, and re-opened the school with a new faculty and a modified course of instruction. In 1867, Rev. A. B. Jackson, from Albion, N. Y., was associated with the president in opening the classes; and in 1868, G. W. Warren, a graduate of Harvard, and Rev. A. N. Arnold, formerly missionary to Greece, became members of the faculty. On July 1, 1869, two students were graduated, and the seminary-building was dedicated on the same day. The report of 1870 shows an enrollment of forty-six students and a change in the faculty, Drs. C. E. Mitchel and R. E. Paterson taking the places of Professors Jackson and Warren. Later professors have been J. R. Boise, LL.D., T. J. Morgan, Edgwin, Hurlbut, Sage, Harper and Dr. J. A. Smith.

G. S. Bailey, after several years of service as financial secretary, was succeeded by T. G. Goodspeed, who has continued in that position to the present time. Before any considerable donations had been obtained in Chicago, Rev. W. W. Everts, while in New York on business connected with the University, procured a Greek Chair for the University, obtaining from the Colgate family an acre of ground in Chicago, to be deeded to the University unless a Seminary should be soon established. This property, from its rental, furnished an immediate income, and has since risen in value to \$15,000. Dr. Everts also obtained in New York \$1,200 toward the purchase of a site for a building.

The largest early cash subscription was one of \$7,500, resultant upon Dr. Everts's labors, from L. Barnes and Mial Davis, of Burlington, Vt., and Mr.

Cook, Whitehall, N. Y. The Theological Union thereupon purchased the Seminary lots, and soon after erected buildings, costing \$30,000, the furnishing of which cost \$8,000. Meantime, D. Henry Sheldon moved from St. Louis to Chicago, and at once became one of the most efficient supporters of the enterprise. He gave it its first \$1,000 subscription, and added to it until his gifts amounted to \$15,000. James E. Tyler was first subscriber of \$5,000, and, besides several other subscriptions, added a final one which brought the entire amount up to nearly \$30,000. Mr. Goodyear's subscriptions amounted to \$30,000, and C. N. Holden's to nearly \$15,000. E. Nelson Blake has subscribed, in the aggregate, \$40,000. W. W. Everts Jr., who was in Germany at the time of the death of the distinguished Hengstenbergh, appealed to his father to raise means to purchase this remarkable library for the Seminary. The library was purchased, and placed in the University. J. Young Scammon became its principal creditor. At the time of the sale of its effects, this literary treasure would have been lost to Baptists but for the management of D. Henry Sheldon and the munificence of E. Nelson Blake, who purchased it and bequeathed it to the Seminary. After the death of George B. Ide, through the same parties who procured the Hengstenbergh library, attention was called to the value of the Ide library, and measures were proposed which secured it also for the Seminary. In 1885, through the munificence of Rev. Mr. Colwell and Captain Ebenezer Morgan, the rarest Biblical library in this country has been added to its literary treasures.

About eight years ago the board of the Seminary, feeling themselves compromised by the vicinity and trials of the University of Chicago, and encouraged by the munificent offers of real estate and liberal subscriptions in money, removed to Morgan Park, and there erected a new seminary-building and residences for the professors. The name of the institution then became the Morgan Park Seminary.

THE UNITARIAN CHURCH.

THE FIRST UNITARIAN CHURCH.—Rev. George F. Noyes was the last regular pastor of this Church, as mentioned in the preceding volume. For more than two years the pulpit was filled by temporary supplies; but in June, 1861, a call was extended to Rev. Charles B. Thomas, of New Orleans. The church-building, after having been repaired and renovated, was re-opened July 23, 1861. In June, 1862, a lot upon which to erect a new edifice was selected on Wabash Avenue, north of Hubbard Court, and the corner-stone of this building was laid on April 9, 1863, by Rev. Robert Collier.

About the middle of May, 1862, the old building of this Society was destroyed by fire, and the congregation worshipped in St. Paul's Universalist Church. The new church-building was so far completed that services were commenced therein on Sunday, November 22, 1863, and it was soon after completed and dedicated. In May, 1864, Rev. C. B. Thomas was dismissed from the pastorate, after which the pulpit was vacant for some time. On January 7, 1866, Rev. Robert Laird Collier preached for the Society, and was installed pastor April 17, 1866. On January 26, 1868, \$30,625 were subscribed to pay off the debt of the Church, which was afterward in sound financial condition, and enjoyed a high degree of prosperity until the great calamity of 1871. Their building, however, was not

destroyed. It stood on the very verge of the burned district, but was saved by the use of gunpowder in blowing up other buildings.

UNITY CHURCH was the result of a desire on the part of members of the First Unitarian Church, living on the north side of the river, to have place of worship near their homes. The First Church property, at this time, consisted of an eighty-foot lot on Washington Street, between Clark and Dearborn, upon which stood the frame church-edifice which was afterward destroyed by fire.

Preliminaries being arranged, a meeting of those members living on the North Side who retired from the First Church to form the new Church, was held May 11, 1857, in the office of William M. Larrabee. The following persons were present at this meeting: Benjamin F. Adams, William M. Larrabee, Eli Bates, Nathan Mears, Gilbert Hubbard, Samuel S. Greeley, William H. Clark, Captain Samuel Johnson, Benjamin F. James, Samuel C. Clark, Henry Tucker, George Watson, Augustus H. Burley and Edward K. Rogers.

From time to time, meetings were held, and finally, on December 23, 1857, a constitution was adopted, and the name of Unity Church, suggested by Benjamin F. James, chosen. The first officers were elected at the same meeting, as follows: Trustees, William M. Larrabee, Benjamin F. Adams and Benjamin F. James; Secretary, Samuel S. Greeley.

In June, 1858, one-fourth of the old church lot on Washington Street was conveyed to the trustees of Unity Church. Business meetings were held occasionally at the house of Eli Bates and elsewhere, but it was not until the spring of 1859 that the active work of the Church began. At that time, the little frame building of the Baptist Church, standing at the corner of Ohio and Dearborn streets, with a seating capacity of about one hundred and fifty, was rented for use on Sunday afternoons. Rev. Robert Collyer, who was at the time in the services of the First Church as minister-at-large, was engaged to preach at the new church for a few months, until a regular minister could be procured, and preached his first sermon under this arrangement on the last Sunday in May, 1859.

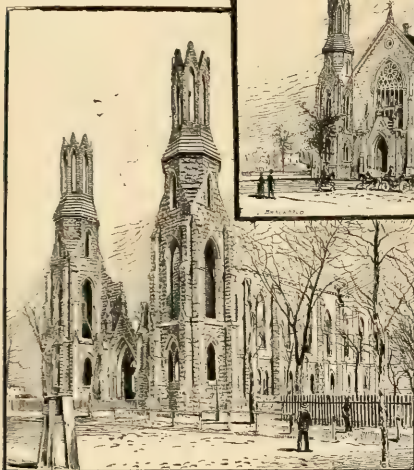
A subscription paper was circulated, for the purpose of raising money with which to purchase a lot and erect a church-building. On the 20th of August of the same year, a lot on the corner of Chicago Avenue and Dearborn Street was purchased, and the erection of a church-edifice at once commenced. Under the energy and economy of the first board of trustees, which continued in office, this building was completed before the expiration of the year. It was small, with a seating capacity of four hundred and fifty, and cost \$4,000. It was dedicated on Christmas eve, 1859, the sermon being preached by Rev. Dr. Hosmer, of Buffalo.

Early in its history this Church attempted to formulate a creed, but found its belief too inclusive, and so abandoned the attempt. The only article of faith upon which all could unite was, that each member might entertain his own belief.

During the War, Unity Church performed its share of the work of suppressing it; the young men entered the army, and Rev. Mr. Collyer, throwing the American flag over his pulpit, and announcing to his congregation that the church was closed, and that he was going to the war, he went to the Potomac, and afterward to Fort Donelson and Pittsburg Landing, to minister to the necessities and comforts of the wounded, the sick, and the dying. Many of the women of the Church became members of the Sanitary Commission, and they,

and others, where equally devoted in attendance in the hospitals and at the Soldiers' Rest.

In December, 1866, the Liberal Christian League was formed, with Rev. Robert Collyer for its first president. It was composed mainly of members of Unity Church. Notwithstanding the War, the Society continued to grow, and it became necessary to find more room for the congregation. Mr. Collyer's vacation was, therefore, taken advantage of to enlarge the church-building. At first it was the design to add a wing to each side, but subsequently it was decided to



UNITY CHURCH AND RUINS.

buy a lot on the corner of Walton Place and Dearborn Avenue, and to erect a stone edifice, to cost not more than \$60,000. The corner-stone was laid August 29, 1867, Rev. Robert Collyer delivering the address.

The resolve to limit the expense of the erection of this building to \$60,000 was either lost sight of or designedly disregarded, for, after it was completed, the accounts of the Church showed that its total cost, including lot, edifice, furnishing and organ, was \$210,000. The lot on Chicago Avenue, together with the frame church-building standing upon it, were sold for \$16,662 to the North Baptist Church.

Unity Church enjoyed this new and costly temple of worship from the time of its dedication, June 20, 1869, to October 8, 1871, a period of nearly two years and four months, when it was swept out of existence by the fire of that and the next day. Only its massive walls and towers remained as monuments to the honesty and good faith of the builder. Together with the church-building the homes of most of the members were destroyed. At the time of the fire there were one hundred and seventy pew-holders in the Church, only nine of whom entirely escaped loss. The aggregate direct loss by individual members of this Church was estimated to be \$2,350,200.

REV. ROBERT COLLYER was born December 8, 1823, at Keithley, near Bolton Abbey and the River Wharfe, Yorkshire,

England. When Robert was about four weeks old, his parents moved to Fawston parish, and the necessities of the family were such that every member of it that could do so had to labor; hence, young Robert, in his eighth year, was put to work in a factory. There he remained until he was fourteen, at which time he was apprenticed to a blacksmith at Ilkley, in Wharfedale, at which trade he worked until his emigration to America, in 1850. During the years of his labor in the factory and at the forge, his brain was employed as well as his hands.

Very early he developed a taste for books, and can not remember when he could not read. After his conversion he became, in 1848, a local Methodist preacher, being licensed to preach in that year. While working at the forge, he had practiced declaiming in the woods and to the brook; and then his ready gift of speech, his culture, appearance, and behavior, drew to him interested auditors, won him friends, and made him a favorite with the public. In 1850, he came to the United States, and settled in Shoemakertown, a suburb of Philadelphia; there he entered upon the business of hammer-making, and continued his work as an exhorter, while he labored at the forge, always earning his own living with his hands. Happening to hear a lecture delivered by Lucretia Mott, he became dissatisfied with the pro-slavery conservatism of the Philadelphia Conference, and hearing Dr. Furness preach, he became dissatisfied with the Methodist theology, and for his denial of certain theological tenets, he was arraigned, and, by the Philadelphia Conference, deprived of his license to preach. This was in January, 1859. He then united with the Unitarian Congregationalists, and, under their auspices, soon afterward came to Chicago to take charge of the "Ministry-at-Large." In May, 1859, he began to preach for Unity Church, and for three years performed the work of both positions, when, resigning the former, he devoted himself entirely to his Church. His success as a minister with this Church was very remarkable. It was through his influence that the elegant Unity Church building was erected in 1867, and the present one erected on the ruins of the first in 1872. Besides his work in connection with the Sanitary Commission, referred to in the history of Unity Church, he was intrusted with the disbursement of large sums of money contributed by the citizens of

Robert Collyer

Chicago to the relief of the survivors of the Quantrell massacre, at Lawrence, Kas. He remained pastor of Unity Church until May, 1879, when he resigned, to accept the pastorate of the Church of the Messiah, in New York City, of which he is still (1885) pastor. A just estimate of his character and power as a pulpit orator would be especially valuable, but within our limits it is not easy to present such an estimate. He is certainly no common man. Entering the ministry without the advantages of collegiate education and discipline, he has wielded an extraordinary influence and acquired a world-wide fame.

THE UNIVERSALIST CHURCH.

THE FIRST UNIVERSALIST CHURCH.—The history of this Church was continued in the first volume down to the pastorate of Rev. William W. King, who preached his farewell sermon June 26, 1859. The pulpit was vacant about six months, and during this time the Society made efforts to pay off its debts. In October, \$18,500 were raised in three days, and a short time afterward \$2,500 additional. In December, a call was extended to Rev. W. H. Ryder, of Roxbury, Mass., to become pastor of this Church, which he accepted, and entered upon his duties January 8, 1860. He was installed on the 7th of February, following, the installation sermon being preached by Rev. J. S. Dennis, and

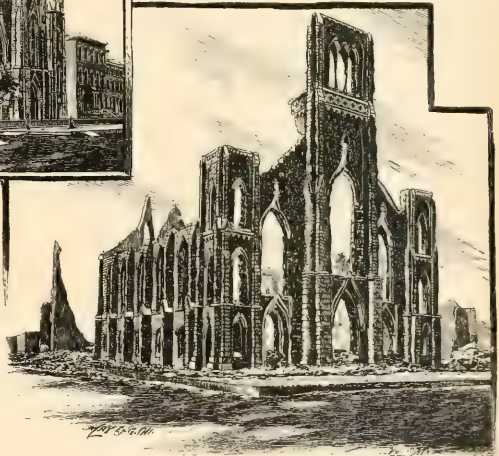
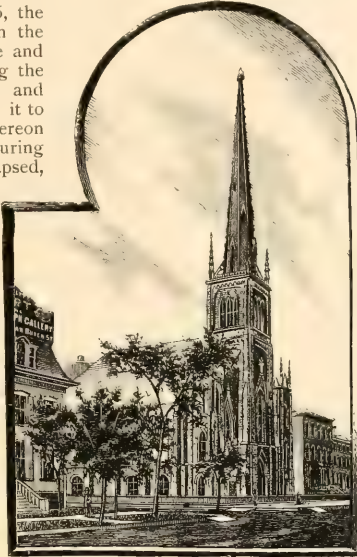
the hymn that was sung being composed for the occasion by Mrs. Mary A. Livermore. The pastorate of Rev. W. H. Ryder was one of the longest and most successful of any in Chicago, extending from the date given above to 1882. A summary of its results, therefore, is necessarily deferred.

During the first four years of Dr. Ryder's pastorate, the sum of \$37,000 was subscribed, and in May, 1866, the Society purchased a lot on the corner of Wabash Avenue and VanBuren Street, adjoining the church-lot on the north, and donated the larger part of it to Dr. Ryder, who erected thereon a pastoral residence, and during the six years that had elapsed, \$80,000 had been subscribed for Society purposes. On April 26, 1868, Dr. Ryder delivered his farewell address, previous to his departure to Europe for the benefit of his health. During his absence, his pulpit was supplied by Rev. Sumner Ellis. On June 11, 1869, Dr. Ryder returned, and was given a warm reception by his Church. The work of the Church went on steadily and successfully until the 9th of October, 1871, when the building, which had so long been the pride of the Society, was reduced to a heap of ruins. The loss thus occasioned amounted to about \$75,000.

REV. WILLIAM HENRY RYDER, D.D., was born on July 17, 1822, at Provincetown, Mass. His ancestry, on both his father's and mother's sides, were English. Having exhausted the educational opportunities he found near his home, he entered Pembroke Academy in 1840. He studied Greek and Hebrew in Clinton Liberal Institute, Clinton, N. Y., under that rare scholar, Dr. Clowes. When only nineteen years old, he preached his first sermon in Manchester, N. H. During the year following he preached frequently in Concord, doing much to revive the languishing parish. Early in the fall of 1843, he accepted a call to settle in Concord, N. H., and in the following December he was duly ordained. After two and a half years of successful ministry in Concord, he accepted an urgent call to the Universalist Church in Nashua, N. H. While he served the Church at Nashua with very general satisfaction, he was dissatisfied with his own imperfect preparation for the work upon which he had entered, and he determined to make the tour of Europe, and at Berlin make a specialty of the study of the German language—a language replete in Biblical learning and criticism, in exegesis and in the principles of philosophy. After his course of study and reading at Berlin, he completed the tour of Europe and the Holy Land. His entire tour consumed about eighteen months. Upon his return to America he was called to the pastorate of the Church in Roxbury, Mass., of which, for sixteen years, Rev. Dr. Hosea Ballou, second, had been the esteemed pastor. With this Church he remained ten years—from February, 1850, to January, 1860. On January 1, 1860, he removed to Chicago, to assume the pastoral duties of St. Paul's Church. His first sermon was preached for this Church, January 14, following, and his last sermon as pastor April 16, 1882—a period of twenty-two years and three months. For five years immediately succeeding that in which he came to Chicago were the years of the War of the Rebellion, and during that trying time Dr. Ryder was never wanting, never flinching in his support of the Union cause; on the contrary St. Paul's pulpit was famous for its strenuous advocacy of the duty of the Government to suppress the

Rebellion. And not only by his sermons and printed discourses did he do valiant service, but in various other and efficient ways. He was sent to Richmond in aid of the Chicago Sanitary Fair, and while there discovered the famous letter used by the Government in the assassination trial. The great fire destroyed St. Paul's Church, also his beautiful residence, on an adjoining lot. The great responsibilities imposed upon him by this appalling calamity were undertaken and discharged with consummate ability and skill.

Visiting New England, he returned to Chicago with \$40,000 with which to assist in repairing the fortunes of St. Paul's Church; and such has been the success of his subsequent labors that the Church property, now worth \$200,000, is entirely without incumbrance. Upon resigning his position as pastor of St. Paul's Church, the congregation of the parish unanimously invited him to accept the relation to them and title of pastor-emeritus. To decline this proffered honor cost him a great struggle, but the self-sacrifice was made with the determination not to place any embarrassment in the way of subsequent pastors; but the congregation, determined to honor him in some fitting way, had cast a life-size medallion bust, which, enclosed in a marble frame, is inserted into the walls of the church to the right of the pulpit. At the first commencement after his removal from the vicinity of Boston, Harvard University conferred upon him the honorary degree of Master of Arts, and in 1863, Lombard University conferred upon him the degree of Doctor of Divinity. Dr. Ryder was married November 5, 1843, to Miss Caroline



ST. PAUL'S CHURCH AND RUINS

F. Adams, daughter of Benjamin F. and Rebecca (Ryder) Adams. Dr. and Mrs. Ryder have one child—Caroline Collins Ryder, now Mrs. John F. Morrill, of Campton Village, N. H.

THE SECOND UNIVERSALIST CHURCH, or Church of the Redeemer, was organized in February, 1854, but did not begin to hold regular meetings until the spring of 1858. They then rented the old church-building of the Third Presbyterian Church, on Union Street, in which they held services until the completion of their own edifice. The first pastor was Rev. D. P. Livermore, then editor of the New Covenant. He was followed by Rev. A. Constantine Barry, from Racine, Wis., who preached his inaugural sermon March 14, 1858. After one year, he retired, on account of ill-health. He was succeeded by Rev. James H. Tuttle, from Fulton, N. Y., who remained six years.

The new building, at the corner of Washington and Sangamon streets, was dedicated January 23, 1861. Nine members of the largest Bible-class in the Sunday-school of this Church enlisted in the army. During July, 1862, and in the week ending August 9, fifteen more enlisted, including the superintendent of the school and between thirty and forty members of the Church.

After the retirement of Rev. Mr. Tuttle, there was a vacancy in the pulpit for a few months, during which time Rev. E. G. Brooks, of New York City, and Rev. George W. Montgomery, of Rochester, preached. The next regular pastor was Rev. T. E. St. John, who was called in April, 1866, and installed on September 17. He remained with this Church until Rev. G. T. Flanders, D.D., from Nashua, N. H., assumed pastoral charge, on January 6, 1869. Rev. Mr. Flanders remained pastor of the Church until 1872.

MARY H. (OTIS) TALCOTT was born in Watertown, Jefferson Co., N. Y., May 23, 1819, the daughter of Seth and Chloe (Taylor) Otis. Her early life was spent in the common schools of Watertown and she afterward became a pupil at the ladies' seminary of that city. At the age of eighteen, she entered Mrs. Willard's School, at Troy, and, in 1838, moved West with her parents, settling near what is now Park Ridge, Ill. In 1841, she married Mancel Talcott. She shared with her husband in the noble element of public munificence, and his most bounteous gifts to public benefactions were concurred in by her. Since his death she has continued the noble work, and many are the gifts she has bestowed. She has given to three institutions—the Nursery and Half-Orphan Asylum, the Orphan Asylum, and the Hospital for Women and Children—\$13,000 each; and to the Home for the Friendless \$5,000, the interest of which is to be expended in the purchase of fruit for the inmates. She has given to the Humane Society \$6,000, and to the Old People's Home \$10,000; and to each of four institutions—the Home for the Friendless, Orphan Asylum, Half-Orphan Asylum, and Old People's Home—\$150 each, for specific purposes. Her gifts have mostly been confined to local charities, her open hand being always ready to assist the poor and unfortunate. Since she was sixteen years of age, she has been a devout member of the Universalist Society, and, during the early part of the year 1885, purchased and presented to her Church—the Second Universalist—the lot at the corner of Robey Street and Warren Avenue, costing \$10,000. Such a noble and public spirit as is possessed by Mrs. Talcott is found in few women, and her remembrance will not be for a day, but for all time.

EVANGELICAL CHURCHES.

FIRST GERMAN EMANUEL CHURCH OF THE EVANGELICAL ASSOCIATION.—The history of this Church is contained in the first volume down to the time of the erection of its new edifice on Polk Street and Edina Place (Third Avenue) in 1855. At that time the pastor was Rev. L. H. Eiterman, who, in 1856, was succeeded by Rev. George Messner. In 1864, about twenty-seven members withdrew, in order to establish a place of worship nearer their homes. They organized the Salem's Church, on the corner of Twelfth and Union streets. Rev. Mr. Messner remained with the First Church until the spring of 1858. The following pastors succeeded him:

Rev. G. M. Young, 1858 to 1859; Rev. C. Augenstein, 1859 to 1860; Rev. J. P. Kramer, 1860 to 1861; Rev. Jacob Himmel, 1861 to 1862; Rev. W. F. Walker, 1862 to 1864; Rev. G. W. Lecher, 1864 to 1866; Rev. Enoch Von Freeden, 1866 to 1867; Rev. Jacob Himmel, 1867 to 1868; Rev. William Strasburger, 1868 to 1869; Rev. Michael Heyl, 1869 to 1871; Rev. J. W. Moore, six months from the spring of 1871; Rev. Martin Stramm, the balance of the year.

THE SECOND CHURCH OF THE EVANGELICAL ASSOCIATION was started, in 1852, by a portion of the members of the First Church, who, in 1856, erected a building near the corner of Wells Street and Chicago Avenue. In 1867, a division occurred in this body—one portion going to the corner of West Huron and Noble

streets, and organizing St. John's Church; and the other, selling their property at the corner of Wells Street and Chicago Avenue for \$17,000, purchased six lots at the corner of Sedgwick and Wisconsin streets. The church-building erected on the latter location cost about \$8,000, and was in use at the time of the fire of 1871, when it was destroyed.

From its organization, in 1852, to the destruction of the church-edifice in 1871, the ministers have been as follows, the year of the beginning of their pastorate being given:

Revs. J. P. Kramer, 1853; Christopher Koff, 1854; J. G. Esher, 1855; John Kiegel, 1856; Elias Musselmann, 1857; William Strasburger, 1858; George Velter, 1859; G. W. Lechler, 1861; A. S. Heilman, 1863; W. F. Walker, 1864; J. G. Esher, 1866; Jacob Himmel, 1868; John Miller, 1869; Henry Hintze, 1870.

GERMAN UNITED EVANGELICAL ZION'S CHURCH.—Rev. Mr. Hartmann founded this Church with half of his Society members, when he had been called to serve the city from the Southwest. In February, 1862, twenty-seven members of St. Paul's Church formed a new Society. On Mr. Tegtmeier's land, a school-house was built on Union Street, and a society and school organized, of which the first teacher was Mr. Enderis, once consul for Switzerland. Religious services were held also in the school-house. In the same year, the building was removed to the corner of Clinton and Wilson streets. The first board of trustees consisted of Christopher Tegtmeier, Frederick W. Baerfeld, John Hitzemann, John Sillmann, Henry Wendheim, William Hering, Henry Bomser, Henry Braumueller, Conrad Teigler and William Bartels.

In June, 1863, it was resolved to purchase the block on Union Street, between Liberty and Fourteenth (once Mitchell) streets. At that time Pastor Keuchen resigned, to labor in the Seminary at Elmhurst, where he now is. Rev. Mr. Kuenzler was elected pastor in July, 1863, and the new church was built which stands to-day on the corner of Fourteenth and Union streets. It was consecrated on February 7, 1864. During this year, Rev. Mr. Boesch was recalled from Switzerland to assume charge of the Church; and during his three years' administration, the Society flourished. In 1868, Mr. Schabeborn succeeded to the pastorate. He induced the Society to erect a large brick school-house, in which he was to found an imposing German high school. The Society fell in with this plan and burdened itself with a great debt. At one time it owed \$12,000, and its assets were \$1,000. In 1870, Mr. Schabeborn was charged with having embezzled money, and was expelled from office. The High-school company, after two years, leased the beautiful school-house to the city, but subsequently resumed control of their own school, which now is in a prosperous condition. Rev. Mr. Hausen was appointed pastor in February, 1871, but only remained until Easter, 1873.

THIRD GERMAN UNITED EVANGELICAL SALEM'S CHURCH.—Salem's Church was founded early in 1862, at the suggestion of Adam Sohn and William Kohlmann. Going among the German Protestants of Bridgeport, they found about one hundred and seventy-five favorable to the enterprise. They then reported the success of their search to Pastor Hartmann. On the corner of Twentieth Street and Wentworth Avenue was an English school, the use of which Mr. Hartmann was given gratuitously. There the first meeting was held, and the first Church council elected: Adam Sohn, chairman; William Holz, treasurer; George Martin, Gottlieb Holz, John Beierlein, A. Diesell, Fred. Rebel,

Peter Metzger and George Kolbe, elders and directors. Mr. Hartmann, for a half year, preached every Sunday in the school-house. Then a regular pastor was obtained, Rev. Mr. Menzel, from Green Garden, Ill., and a church was also built. The Society leased a lot on the corner of Twenty-first Street and Archer Avenue, and erected a building, which was consecrated November 16, 1862, and called the Third German United Evangelical Lutheran Salem's Church. Later, Lutheran was dropped from the name. Rev. Mr. Menzel remained with the Church until 1865, and was succeeded by Rev. Mr. Guntrum. In 1868, a lot on the corner of Wentworth Avenue and Twenty-fourth Street was purchased, to which place the church was removed.

During the pastorate of Rev. Mr. Guntrum, the Church became divided. His faction was strongest in the Society, while the opposition had the majority in the Church council. The Synod decided against the Guntrum faction. Those of the Society who did not wish him to act longer as pastor had called a student of the Seminary, Carl Warkowski, to preach; and thus it happened, that each Sunday the Church was used in the forenoon by one party, and in the afternoon by the other. Finally, in February, 1871, the Synod gave Mr. Guntrum his office as pastor of Salem's Church, and founded, with his adherents, who composed the greater number of the Society, the Evangelical St. Stephen's Church, on the corner of Twenty-fifth Street and Wentworth Avenue. From this Church developed later the Evangelical Lutheran St. Stephen's Church (Rev. Mr. Koehler).

FOURTH GERMAN UNITED EVANGELICAL ST. PETER'S CHURCH.—The Society of St. Peter's Church is the last one founded by Rev. Mr. Hartmann upon the constitution of the Prussian National Church. It was established in the winter of 1863-64. The project met with great favor among the scattered Germans, so that the required money was soon raised, and about thirty-five families signified their intention of joining the new organization. Four lots, on the corner of Chicago Avenue and Noble Street, were purchased, upon which a church-edifice and school-house were built. It soon became necessary to add to the building. During the first year, the Synod sent the first regular pastor to the Church from Switzerland, who remained half of a year. Pastor Albert was then called, and held the office for three months.

In 1866, Rev. Mr. Bond, of Palatine, became pastor. Under him the Society prospered, and the elegant church-edifice was erected where it stands to-day, while the school-house was removed to lots purchased of Jacob Brauch. But disagreements arose in the Church, and the members favoring their pastor separated from St. Peter's Church, and followed him. They at first rented a school-room, and founded the Evangelical Lutheran Trinity Church. Because of the quarrel with Pastor Bond, who was four and one-half years in office, the Society threatened to be ruined. A debt of \$15,000 burdened it, and there was little prospect of relief. After Pastor Schoeppe, of Berlin, had temporarily supplied the pulpit, in October, 1870, Rev. Gottlieb Lambrecht, of the town of Hanover, was called to the pastorate. When he arrived, he found only sixty regular members, while the school had an attendance of about one hundred children; but an era of prosperity then began, and was successfully continued.

REV. GOTTHELF LAMBRECHT was born July 13, 1841, at Bernsee, Prussia. His father, Carl Lambrecht, was by trade a shoemaker; his mother was Wilhelmine (Prochnow) Lambrecht. Until his fourteenth year, he attended the common schools, and

then, for two years, the Schloppe Gymnasium, graduating therefrom in 1862. After spending two years in teaching school, he came to America, landing in New York City October 27, 1864. From New York he went to Detroit, where he taught school eight months. He then attended, and graduated, in 1866, from Melancthon Theological Seminary of the United Evangelical Lutheran Synod, then at Lake Zurich, now at Elmhurst, Ill. He then commenced to preach at Hanover, Ill., remaining four years, and came to Chicago, in October, 1870, to assume the pastorate of the United Evangelical Lutheran St. Peter's Church. At that time there were thirty-six families connected with the Church, and the success of Rev. Mr. Lambrecht has been such that there are eight hundred families connected with it, and one hundred and fifty voting members. Rev. Mr. Lambrecht was married September 15, 1864, to Miss Charlotte Heidenfeldt. They have had eleven children, five of whom are living.

SALEM'S CHURCH OF THE EVANGELICAL ASSOCIATION was organized in 1864, by members of the First Church of this Association. Upon their formation of a separate organization, they erected a small frame church-building on the southwest corner of Twelfth and Union streets, which served their purposes until 1880. The first trustees of this society were C. Bartels and Jacob Alt, and the first minister was Rev. G. W. Lechler, who remained one year. The subsequent pastors, to the time covered by this volume, have been:

Rev. J. G. Esher, 1865 to 1866; Rev. Christian Ott, 1866 to 1868; Rev. J. G. Esher, 1868 to 1870; Rev. John Miller, 1870 to 1871; Rev. Amos Gackley, 1871 to 1873.

ST. ANSGARIUS' CHURCH.—At the close of the sketch of this Church, in the preceding volume, it was stated that the society was divided into two portions—one Swedish, the other Norwegian. The separation was occasioned by disagreements between the two nationalities, and was made in 1858. The Norwegian portion called Rev. J. G. Gasman, and the Swedish portion called Rev. Henry B. Whipple, to take temporary charge of their religious services. The Norwegians occupied the church in the morning and the Swedes in the evening. This arrangement was, however, of short duration, neither Society being strong enough to maintain an organization.

In 1859, it became a Mission Church. Services were held therein by various clergymen, among them Rev. E. B. Tuttle, Rev. R. H. Clarkson, Rev. H. N. Bishop and Rev. J. C. Richmond, of Milwaukee. St. Ansgarius' Church was opened as a free church on Sunday, December 4, 1859, and one week thereafter the name St. Barnabas was given to the Mission. While this church was advertised in the papers as the Protestant Episcopal Free Church, the name St. Ansgarius has continued to be used, in the parochial reports, to the present time. On February 17, 1861, Rev. E. B. Tuttle became rector of the Mission.

After being without an organization and without a pastor nearly four years, the Scandinavians, both Norwegians and Swedes, determined to re-organize the Church and call a pastor. In 1862, Rev. Jacob Bredberg was called and conducted services in the afternoon of each Sunday. The church-building was held for nearly two years, conjointly, by both the City Mission and St. Ansgarius' Church. While it was the hope that both Norwegians and Swedes would unite in resuscitating the St. Ansgarius' organization, yet the movement was finally carried on solely by the latter people, who, after securing an injunction against Rev. Mr. Tuttle and the Norwegians from disturbing the worship of the Swedes, finally secured legal possession of the church-property, and, on June 20, 1864, regularly called Rev. Mr. Bredberg to the rectorship. Rev. Mr. Tuttle then leased Erie-street Mission Chapel for the use of the City Mission. The difficulties being removed, the par-

ish largely increased in membership, and by the fall of 1864 was in a more flourishing condition than ever.

On Friday, February 3, 1865, occurred the celebration of the one-thousandth anniversary of the death of St. Ansgarius (Anscharius), styled the Apostle of the North on account of his labors to introduce Christianity into North Germany, Denmark and Sweden. The services were partly in Swedish and partly in English. Bishop Whitehouse presided, and Rev. Mr. Bredberg delivered the address. In 1868, the church was re-fitted, re-arranged and enlarged. Rev. Mr. Bredberg remained rector until 1874.

OUR SAVIOR'S NORWEGIAN EVANGELICAL LUTHERAN CHURCH was organized by Rev. Gustav F. Dietrichson, January 18, 1858, when fifty-two persons signed the constitution. In the same year this congregation commenced to build a church—a frame building—on the corner of West Erie and May streets. Shortly afterward a parochial school was established. In 1871, the Society sold their old building and commenced the erection of the present structure, which is one of the largest and most costly Norwegian Lutheran church-buildings in America. It will seat twelve hundred people, and cost \$40,000. A fine organ was placed in the church at a cost of \$1,200. Together with the four lots on which this edifice stands, the Church property is worth \$50,000.

Rev. Gustav F. Dietrichson remained with this Church only a short time. He was succeeded by Rev. A. C. Preus, who officiated as pastor until 1863, being very successful in his labors. His successor in Our Savior's Church was Rev. J. J. Krohn, who served faithfully for thirteen years, and it was under his administration, that, in 1871, the new church-building already described was erected.

Knud Iverson's drowning.—In connection with the history of this Church, it is proper to give a brief account of the drowning of Knud Iverson, the son of Thomas Knudson, who was about ten years old at the time of his death. The drowning occurred on Tuesday, August 23, 1853, in the North Branch of the Chicago River, near the residence of Mr. Elston, which stood near where Division Street crosses the North Branch.

At that period of the city's history, boys of various ages were in the habit of bathing in the river in this vicinity, and the larger boys occasionally, in a spirit of mischief or to show their power over their smaller companions, enticed or forced them into the water. According to the first published reports, the rough handling of young Iverson was for the purpose of compelling him to enter Mr. Elston's garden and steal fruit for the larger boys to eat, which he had refused to do because of the consciousness in his own mind that to steal was wrong. By plunging him into the river, the larger boys, it was said, hoped to overcome his opposition, and it was the general opinion for some time that Knud Iverson died a martyr to the cause of honesty. An extract from a letter by P. T. Barnum, who contributed \$200 toward the monument fund, will serve to illustrate the general sentiment:

"I trust that every citizen of our common country may have the privilege of contributing towards the monument of the immortal child, Knud Iverson, and that this enduring memorial of his honesty, erected by those who appreciate this great cardinal virtue, and may it be for ages the Mecca to which pilgrims from every quarter of this great continent will gladly flock with their little ones, who may thus be fully impressed with the important and glorious principle so feelingly taught in the cruel death of this infantile martyr, that 'it is better to die than to steal.'"

But the evidence that young Iverson was actually killed because of his refusal to steal was not sufficiently conclusive to convince every member of the community of its truth. The opinion became general that the boy was not purposely drowned. The coroner's verdict was as follows:

"At an inquest taken for the people, in said Cook County, this 10th day of August, A.D. 1853, before me Austin Hines, Coroner in and for said County of Cook, upon the view of the body of Knud Iverson, then and there being dead, upon the oath of twelve good and lawful men of the people of said State, into the circumstances attending the death of said Knud Iverson, and when and where and in what manner the said Knud Iverson came to his death, we the jury do say:

"We the jury of this inquest of the above child have concluded from the testimony before us that it was accidental, so far as the design for the murder of the child, but that some wicked boys unknown, are accessory to his death, through thoughtless imprudence, and whose names are not before the jury.

"Daniel Elston, Philey N. Gould, C. F. Elston, John Oleson, John Holdergren, S. Gunderson, W. G. Noahgton, Niles Garrone, Joseph Marke, Andu Evanson, A. Amundson and O. G. Austin."

Both before and after this verdict, money in considerable quantities continued to be sent to Chicago from all parts of the United States, for the purpose of erecting a monument to him. But the doubt existing as to his actual martyrdom caused a committee to be appointed, who closed their report in these words:

"It is not impossible, perhaps not improbable, that the story is true even now, yet that there is not sufficient evidence to challenge undoubted belief must be universally admitted. The cause of truth and liberty can not be subserved by erecting a monument that may be an embodied falsehood, and, in view of the facts, the undersigned unanimously recommend that the money be returned to the donors."

REV. NELS O. WESTERGREN, presiding elder of the Chicago District of the Swedish Methodist Episcopal Church, was born in Gammastorps Parish, Blekinge, Sweden, July 25, 1834. His father was Olof Westergren, a school-teacher, and his mother, Mrs. Hannah (Jacob's daughter) Westergren. The former is dead, but the latter is living with her son. His early scholastic training was received in his father's school. Upon arriving in this country with his parents in 1852, he remained in Maine and Massachusetts until 1853; he then came to Chicago. In order to prepare himself for the ministry, he attended Knox College at Galesburg, Ill., from 1856 to 1857, and Garrett Biblical Institute at Evanston, Ill., in 1855. In 1857, he was appointed to preach at Victoria, Ill., where he remained one year. Since then he has preached in the following places: Leland, Ill., from 1858 to 1860; from 1860 to 1862, at Beaver and Donovan, Ill., and Attica, Ind. In 1863, he once more attended school at Evanston, Ill., and from 1864 to 1865 was a student at Knox College, also supplying the pulpit there. He came to Chicago in 1865, remaining until 1868, when he went to Galesburg, Ill., where he stayed until 1872. He was then editor of the *Sandebudet* from 1873 to 1876, and in the latter year was appointed to the two churches at Geneva and Batavia, Ill. At the end of one year he became presiding elder of the Galesburg district, retaining that office from 1878 until 1881, in which year he came to Chicago to occupy the position he still holds.

REV. ANDREW T. WESTERGREN was born in Nasum, Sweden, July 7, 1842. His father was Olof Westergren, a teacher by profession, and his mother was Hannah (Jacobson) Westergren. They came to America in 1852, arriving in Chicago the same year. The rudimentary education of Andrew T. was received at the public schools of this city, he attending first the old Kinzie school. He then attended Knox College at Galesburg, Ill., and afterward Garrett Biblical Institute at Evanston, Ill. In order to fit himself for preaching the Gospel among the Swedish population of the country, he then attended the Swedish Theological School at Galesburg, Ill., where he made a thorough study of the Swedish language and literature. After completing his course of study, he was appointed, in 1872, to the pastorate of the Swedish Methodist Episcopal Church in Rockford, Ill. The next year he was sent to Geneva and Batavia, Ill. In 1874, he was sent to Galva, in 1876 to Swedena, in 1878 to Bishop Hill, and in 1882 to the Fifth-avenue Swedish Methodist Episcopal Church, Chicago, where he is at present located. Rev. Mr. Westergren was married, September 28, 1876, to Miss Selma, daughter of A. P. Hanson, of Keokuk, Iowa. They have two children—Edmond Theodore and Alfred Wesley.

THE RAILROAD CHAPEL.—In May, 1857, Rev. Brainard Kent, more generally known as "Father Kent," collected fifteen scholars in a passenger car of the Lake Shore & Michigan Southern Railway Company, which was standing on their track between Jackson and Van Buren streets. The next Sunday, thirty-five scholars were present and five teachers, and on that day, May 17, the Railroad Mission Sunday-school was organized, classes formed, and teachers assigned. Attendance increased, until four and sometimes five cars, the use of which was furnished free by the railroad company, were filled. Most of the scholars were gathered from the streets, and were from the most disorderly classes of society. But the spirit of rebellion, occasionally manifested, was soon subdued by music, kindness, and the rare exercise of the necessary authority.

The school prospered to such an extent, that it soon became evident a building would be required for its accommodation. Friends promptly subscribed \$1,800, and the railway company granted the free use of a lot on Griswold Street, south of Van Buren, upon which to erect a chapel. This building was called the Railroad Chapel, and was dedicated July 4, 1858, Rev. Harvey Curtis delivering the dedicatory sermon. It accommodated three hundred scholars, and was used six years, when it became too small for the demands upon it. In 1863, its capacity was increased by the erection of galleries, and soon afterward more room was needed. A lot was purchased opposite the chapel, and a brick building erected, capable of seating one thousand scholars. This building, together with lot, furniture, and organ, cost \$21,000, and was dedicated March 27, 1864. It was used until the fire of 1871, when it was burned to the ground. Up to this time there had been no intermission of the sessions of this school, but the Sunday following the fire passed without a meeting.

THE BETHEL.—In the preceding volume an outline of the history of the Bethel was presented down to the revival of the spring of 1858. Rev. J. H. Leonard was the chaplain. In March, 1859, very successful revival meetings were held, and the chaplain continued with zeal his labors among the families of the sailors. Bethel Chapel, on the corner of Wells and Michigan streets, was a very poor one. In January, 1860, however, it underwent thorough repairs, and was made an inviting place of worship. There was a revival in February, 1861, and also in March, 1862. In August, 1863, efforts were made to erect a new and permanent Sunday-school and Bethel building, to reach the sailors and to accommodate the North Market-street Mission School, the building to be called the Bethel Church.

The subscription lists were placed in the hands of Dwight L. Moody, a lot was purchased, and plans for a building adopted. This movement was distinct from the Seamen's Bethel, of which Rev. J. H. Leonard was the chaplain, and it was thought, by its promoters, best to effect a union between the two enterprises. The committee appointed for that purpose was composed of George Armour, J. V. Farwell and W. H. Bradley.

The effort to effect a union failed. But as the small chapel was altogether inadequate to accommodate the families of the seamen living in Chicago, a new building had to be provided. This was erected on Michigan Street, just east of Market. On January 25, 1864, Dr. H. O. Tiffany delivered a lecture in aid of

the new "Mariner's Church," which was first opened for divine services April 11, 1869. Addresses were delivered on that occasion by Rev. Arthur Mitchell, Dr. W. W. Patton, Rev. Robert Collyer and Dr. R. M. Hatfield. It was formally dedicated on Sunday, June 25, 1871, and these services were the first held in the new auditorium, which was capable of seating eight hundred persons. Addresses were delivered on the day of dedication by Rev. Dr. Fowler, Rev. L. T. Chamberlain, Rev. R. L. Collier, Rev. H. N. Powers, Rev. J. H. Leonard and Rev. Mr. Westover. The cost of the enterprise was \$25,000. The congregation had but just become accustomed to assembling in the new Mariners' Chapel, when they were deprived of its use by the fire of 1871.

THE CHICAGO BIBLE SOCIETY.—When the report of the Executive Committee was made in December, 1858, the results of the commercial disaster of that and the previous year were manifest. During that year the sixth visitation and supply of the city was made by H. K. Walker, R. B. Guild and E. Hedstrom. In 1859, in view of the decreasing receipts of the past two or three years, the question was raised as to the expediency of securing the services of an agent whose whole time should be devoted to the interests of the Society. It was thought that under the supervision of such an agent, the work of city distribution might be efficiently accomplished by voluntary aid.

In 1861, at the twenty-first anniversary of the Society, held December 30, it was resolved to give special attention to work among the soldiers. In accordance with this resolution over 6,000 Testaments were placed in the hands of the soldiers, and in 1862, 14 Bibles and 5,979 Testaments were distributed among the Illinois volunteers, 20 Bibles and 5,498 Testaments among Rebel prisoners, and 1218 Testaments among Harper's Ferry paroled prisoners. The seventh canvass and supply of the city was commenced in that year, and was completed in 1863. During that year there were distributed 12 Bibles and 1,896 Testaments among Union Volunteers in camp and in the field, and among Rebel prisoners 56 Bibles and 1,764 Testaments. During 1864, there were distributed among Union soldiers and Rebel prisoners 210 Bibles and 4,023 Testaments; and in 1865 there were furnished to the soldiers in Camp Douglas and Camp Fry and to Rebel prisoners a total of 105 Bibles and 2,959 Testaments.

In 1866, the eighth canvass of the city was commenced, and completed in 1867, by R. Kohlsaat. In 1867, Mr. Kohlsaat visited 5,480 families; and in 1870, the canvass was continued by Messrs. Torgerson and Paxton, they being employed a portion of the time. The canvass was nearly completed at the time of the fire, only a small part of the business portion of the city being left unfinished. As a total result of the ninth canvass, 46,824 families were visited, 10,491 of which were found destitute; 3,810 families and individuals were supplied; and 4,652 families refused to receive the Bible.

The year 1857 closed with seventeen branch societies organized. In 1858, there were five more organized, making twenty-two. In 1859, there were 25; in 1860, 27; in 1861, 28; in 1863, 29; in 1865, 30; in 1867, 31; in 1868, 32; in 1869, 33; in 1871, 35.

The following table shows the number of Bibles and Testaments distributed, with their value, and the total receipts of the Society from 1858 to 1871, inclusive:

YEARS.	Bibles Distributed.	Testaments Distributed.	Value.	Receipts.
1858.....	11,372 ^a	-----	\$1,975 13	\$ 3,839 44
1859.....	10,559 ^a	-----	2,342 13	3,027 71
1860.....	9,103 ^a	-----	1,803 45	3,436 70
1861.....	2,070	15,057	2,808 37	3,320 48
1862.....	2,300	27,030	3,834 48	4,888 05
1863.....	2,533	15,234	3,062 09	5,049 43
1864.....	2,710	16,060	5,083 43	8,136 53
1865.....	4,066	15,566	7,954 77	9,833 72
1866.....	2,872	13,702	6,323 17	9,393 55
1867.....	23,463 ^a	-----	8,059 19	10,738 37
1868.....	20,048 ^a	-----	-----	11,117 09
1869.....	22,954	-----	-----	9,544 26
1870.....	10,752	-----	-----	10,709 16
1871.....	20,328 [†]	-----	-----	8,000 00

THE JEWISH CONGREGATIONS.

Reference to the brief sketch of the Jews, in the first volume, will show that in 1849 they erected a synagogue on Clark Street, between Adams and Quincy streets. According to Rabbi Felsenthal, in a paper written for the Chicago Historical Society, this synagogue was located between Quincy and Jackson streets. In 1855, they moved to the corner of Adams and Wells streets, and in 1868 to the corner of Wabash Avenue and Peck Court. Previous to 1860 other congregations were organized; the B'nai Sholom (Sons of Peace), whose members were mainly from Prussian Poland; and the Sinai Congregation, from Kehilath Anshe Maarab. The B'nai Sholom worshipped for some time in a rented hall on Clark Street, and the Sinai Congregation, in 1861, bought a building on Monroe, between Clark and Wells streets, which they used as a temple until 1863, when they bought a church-edifice on the northwest corner of Fourth Avenue and VanBuren Street. Educational matters have not been neglected by the Jews. Among the teachers for both young and old in the synagogue and in the school-room were the Revs. Ignatz Kunreuther, Godfrey Snyder, G. M. Cohen, L. Levi, M. Manser, L. Adler, B. Felsenthal, and Dr. S. Friedlander.

Previous to the organization of the first Jewish congregation in Chicago, the Kehilath Anshe Maarab, the Jews bought a piece of land of the city in the old cemetery for a burial-place for their dead. In 1857, they purchased another burial-place beyond the city limits to the north, and the Hebrew Benevolent Society also acquired a piece of ground about half a mile from that of the Kehilath Anshe Maarab. Adjoining this, the Polish Congregation laid out a cemetery.

Early in the history of the Jews in Chicago, a number of charitable societies were instituted, among them the Hebrew Benevolent Association, the Hebrew Relief Association, the Hebrew Ladies' Benevolent Society, Ramah Lodge, etc. It was soon felt that it was for the interest of all to unite these organizations, and as a result, the United Hebrew Relief Association was formed in 1859. This was exceedingly efficient in bringing relief to hundreds of sick and distressed widows and orphans, and generally the poor among Jews.

THE KEHILATH ANSHE MAARAB was organized in 1845, and a constitution was adopted. This organization was strengthened October 3, 1847, by the addition of about twenty members. Among these were the following: A. Kohn, L. Rosenfeld, Jacob Rosenberg, S. Cohn, Isaac Ziegler, A. Frank, Benedict Shubart, L.

M. Leopold, Philip Neuberger, Jacob Fuller and B. Brunneman. Soon after it became evident that the interests of this Congregation and those of the Jewish Burial-Ground Society would conflict, and thus prove detrimental to both. A council was accordingly held, the result of which was a consolidation of the two. In 1848, a charter was obtained for the new organization and the name Kehilath Anshe Maarab given to it, and this is still its legal designation. But singularly enough, through the carelessness of the founders, who intended to name themselves the Congregation of the Men of the West (Kehilath Anshe Maarab), being then the most westerly Congregation of Jews in existence, they named themselves the Congregation of the Men of Obscurity (Kehilath Anshe Maarab). As time passed on, the members of the Congregation desired a better site for a burying-ground. Agreeably to the report of a committee appointed for the purpose, the present ground situated at the corner of Clark Street and Belmont Avenue was bought in 1856 for \$2,400.

In the first volume a list of the principal ministers of this Congregation will be found. A complete list is here given to the limits of time covered by this volume, together with term of service of each. The first minister was Rev. Ignatz Kunreuther, who became rabbi in 1849, and remained until 1855. He was succeeded by Godfrey Snyder, who was engaged as teacher, officiated as reader, and delivered an occasional sermon. In 1853, Mr. Snyder established a day-school where Hebrew, English and German were taught in addition to the common branches. He taught about two years, and was succeeded by three teachers. This school was in successful operation for twenty years, but in 1873, it was discontinued and a Sabbath-school established in its stead. Mr. Snyder was succeeded by Rev. G. M. Cohen in 1856. Rev. Isidore Lebrecht then occupied the pulpit, and was himself followed, in 1858, by Dr. Solomon Friedlander, a talented and promising young man, who died during the first year of his incumbency. Following Dr. Friedlander were Revs. L. Levi, Dr. Manser, of Dublin, and Marx Moses. In 1861, Dr. Liebman Adler was called, and remained with the Congregation most of the time until 1883, when he retired with a pension.

REV. LIEBMAN ADLER was born in 1812, at Stadt-Lengsfeld, Saxe-Weimar-Eisenach, now a state of the new German Empire. His father was Juda Adler, a teacher by profession, and his mother was Bess (Löb) Adler. Young Liebman, up to his thirteenth year, attended his father's school, and also a preparatory school presided over by a clergyman in the vicinity. He continued his studies in the rabbinical educational institutions at Gelnhäusen, at Frankfort-on-the-Main, and in the teacher's seminary at Weimar. From the time of completing his education he was active as a tutor in Fulda and Buedingen, until he was installed by the government as a teacher of secular branches in the Jewish public school of Stadt-Lengsfeld. After the consolidation of this school with the Christian city school then in existence, and the formation in this manner, of an unsectarian public school, he was employed, in the latter, as teacher of history and natural philosophy until his emigration to America in 1854. After a few weeks' rest in Cincinnati, Ohio, and at Lawrenceburg, Ind., he accepted a call to Detroit, Mich., as minister of the Beth El Congregation, where he remained until 1861. He then accepted a call to the Kehilath Anshe Maarab, of Chicago, for which he officiated as reader, teacher, and preacher, with the exception of four years, until 1883. On account of his long, active and distinguished services to the cause of Judaism, Rev. Mr. Adler was then, at the advanced age of seventy-two, retired and pensioned by the Congregation Kehilath Anshe Maarab.

THE SINAI CONGREGATION was organized in 1860, as an offshoot from the Kehilath Anshe Maarab, by about twenty young members of the latter Congregation. Previous to the secession, these young men had constituted a Reform Association within the Kehilath Anshe Maarab, for the purpose of introducing into the services

^aPublished in German.

[†]Entered since destroyed by fire.

and doctrines of the Congregation certain changes which they considered more in accordance with the spirit of the times. Following are the names of the young men: B. Schoeneman, Godfrey Snyder, Henry and Elias Greenebaum, Gerhard Foreman, Leopold Mayer, Isaac Greensfelder, Michael Greenebaum, Sigmund Heyman, H. Foreman, Meyer Hirsch, A. Rubel, Joseph Liebenstein, A. Liebenstein and H. Liebenstein.

One of the objects attempted to be accomplished by this Reform Association, was to expunge from the liturgy that portion of it which expressed the hope that the Jews would some day return to Jerusalem; they desired that the Jews should cease to be a nation, and become simply a religious people. With this proposed reform movement the majority of the Kehilath Anshe Maarab were not in sympathy and would give it no encouragement. The members of the Reform Association therefore seceded, and formed a new body, which they named the Sinai Congregation, after the Mount from which the Law was given to the ancient Hebrews, and not without the hope that the Sinai Congregation might become the modern Mount Sinai, to which the Reformed Jews would look back as the origin of a great modern reform. One of their own number, Rev. Bernhard Felsenthal, was chosen as their first minister.

Temporary quarters were secured by purchasing a small frame church-building on Monroe Street, between Clark and Wells streets, for about \$750, which had been used for some time by the First English Evangelical Lutheran Church. This served as a synagogue until the spring of 1865. At that time the Congregation purchased the Plymouth Congregational Church property, on the corner of VanBuren Street and Third Avenue, paying for it \$7,500. The edifice was remodeled and improved so as to fit it for a Jewish temple, and a new building was erected for the accommodation of the day and Sabbath schools. The day-school was continued until 1869, when it was closed, on account of the excellent facilities for obtaining a secular education afforded by the public schools of the city. The VanBuren Street property was under contract of sale in 1871 for \$62,500, when the great fire of that year destroyed the buildings. The purchaser then refused to consummate his purchase, and after protracted litigation the title reverted to the Congregation.

Dr. Felsenthal remained rabbi until 1864, when he retired to accept a call from Zion Congregation, then recently organized on the West Side, and which was an offshoot from Sinai. From that time to 1866, Sinai was without a regular minister. In the latter year, Dr. Chronik, of Berlin, Germany, was called, his services being secured by B. Schoeneman who was then traveling in Europe and who was president of the Congregation. Dr. Chronik remained until within two weeks of the great fire, and, in November following, Rev. Dr. R. Kohler was called from Detroit to fill the vacancy. The following is a list of the presiding officers of the Sabbath-school from its organization to the limit covered by this volume: B. Schoeneman, 1860 to 1867; Elias Greenebaum, 1867 to 1870; B. Lowenthal, 1870 to 1878.

MISCELLANEOUS.

THE WESTERN HEBREW CHRISTIAN BROTHERHOOD had its origin, in 1868, in the desire of members of various Christian churches to convert Jews to Christianity. The first meeting to form a Mission for this purpose was held on the 13th of May. Rev. D. C. Marquis was chairman, and Rev. C. E. Ryder secre-

tary. This Brotherhood was to be auxiliary to the Hebrew Christian Brotherhood of New York. Rev. G. R. Lederer, editor of the Israelite, made a brief statement of the origin of that Brotherhood. He said that it had been organized thirty-five years, and that then there were sixty-five thousand Jews in New York and Brooklyn, and only one missionary, himself, among them. Mr. Lederer had accepted Jesus as the Messiah for twenty-five years, and during that time he had suffered imprisonment in, and banishment from, his native country, Hungary, for seeking to propagate his faith among the Catholics of that Austrian dependency. He had converted sixty Jews since 1865. Another speaker, after presenting statistics with reference to the number of Jews in the world and its various portions, said there were twelve thousand Jews in Chicago, for the conversion of whom not one cent had been expended, except what was being done by the Protestant Episcopal Church.

A meeting was held on June 1, in the Second Presbyterian Church, at which a resolution was adopted, recommending that a public meeting be called to consider the feasibility of putting forth special efforts to Christianize the Jews of Chicago. The first annual meeting of this Society was held on May 11, 1869. The secretary, Rev. E. Van Noorden, reported that within the year four Jews had been converted, that one hundred and fifty visitations had been made, and that a large number of tracts had been distributed. The treasurer, John Creighton, reported that the receipts of the Society for the year had been \$1,395.17, and the expenditures, \$1,457.78. Resolutions were adopted to the effect that the evangelization of the Jews was a duty resting upon the whole Church of Christ. The second annual meeting of this Brotherhood was held February 15, 1870, in the North Presbyterian Church. The treasurer, John Creighton, reported the receipts of the Society to have been \$2,375.23, and the expenses the same, but no converts had been made during the year.

THE BRETHREN OF THE UNITED FAITH.—This sect was started in Chicago in 1866. Their first meeting was held on Sunday, May 13, 1866, in the hall of the American Protestant Association, on the southeast corner of Randolph and Dearborn streets. They attracted but little attention until 1869. On Sunday, July 4 of that year, they held a convention in the same hall, when a statement of their peculiar views was made. The sentiment of this sect was against man-made creeds. On the 5th of July they formed a permanent organization, which they named the Northwestern Christian Association, and announced as their object the advancement of the cause of truth.

THE INTERNATIONAL CHURCH.—On the 14th of July, 1868, a meeting of ministers and others was held in the Second Presbyterian Church to consider the question of taking steps toward the erection of an International Church in London, England. Lieutenant-Governor Bross was made chairman, and explained that the movement was designed to afford leading American ministers the opportunity of preaching to the English people, and thus promote a better understanding between the two great Protestant nations of the world. Rev. Dr. Tompkins, of London, said that the movement was not intended to conciliate Americans, but that the English people desired American ministers to give their views on questions that were agitated from time to time. Dr. Haven then offered the following preambles and resolutions:

Whereas, The union of clergymen and Christian laymen of the United States and Great Britain upon common ground is calcu-

lated, under the Divine sanction, to promote the interests of both nations; and.

Witness, A public hall connected with a church-edifice would provide a permanent place for American gentlemen visiting England to confer with gentlemen in that country upon questions connected with the interests, peace, etc., of both; Therefore,

Resolved, That this meeting cordially recommends the erection of an International church and hall by the united efforts of both countries, and that the gentlemen whose names are hereto annexed do constitute an association to be called the International Union of Illinois, to act in concert with similar associations formed in other States of the Union and with the trustees of the International church and hall in Great Britain.

The following officers were then named: President; Lieutenant-Governor Bross; treasurer, B. W. Raymond; financial secretary, E. D. L. Sweet; corresponding secretary, B. F. Jacobs. There were five vice-presidents, a committee of twenty-three prominent citizens, and an executive committee of seven.

THE SPIRITUALISTS.—From the founding of the Harmonists in 1856, but little of moment in connection with Spiritualism occurred for several years. Lectures were delivered from time to time by Spiritualists from different parts of the country. Among the speakers may be mentioned S. H. Brittan of New York, editor of the *Spiritualistic Age*; Andrew Jackson Davis and his wife, Mary Davis; S. C. Hewitt, of Boston; Thomas Gates Forster, editor of the *Banner of Light*; Father Phillips, of Cleveland; F. N. White, F. L. Wadsworth and J. P. Greenleaf, trance-speakers; Miss Ada L. Hoyt, rapping and writing test-medium; Hon. Warren Chase; and E. V. Wilson, the noted inspirational speaker.

The great event of the year 1864 was the National Convention of Spiritualists, which met in August. This

was the first ever held in this or any other country. A preliminary meeting was held on the 8th, and on the 9th the convention was permanently organized by the choice of the following officers: President, S. S. Jones, of St. Charles, Ill.; vice-president, Dr. H. F. Gardner, of Boston; Mrs. Laura Cuppy, of Dayton, Ohio; Ira Porter, of Michigan; and Miss Lizzie Doten, of Boston; secretaries, F. L. Wadsworth, of New York, H. B. Storer, of Boston, Miss L. Patterson, of Dayton, Ohio, and Mrs. Buffum, of Chicago. The president, in his salutatory, said he had no creed, believing that creeds were no effectual bar against error. A general discussion followed, in which almost every member participated. On the second day, the subject of Spiritualism was largely discussed, as was also that of a permanent organization of Spiritualists. On the last day of the convention, this question was settled by the adoption of resolutions in opposition to a general or national organization and in favor of local organizations. On Sunday, the 14th, resolutions were adopted expressive of the sense of the convention on various topics, after which the convention adjourned.

On Sunday, February 20, 1865, Miss Emma F. Jay Bullene lectured in Bryan Hall, and on the 21st also, this time on Special Providences. On January 7, 1866, Charles A. Hayden, one of the ablest of Spiritualistic speakers, spoke in Crosby's Music Hall; and during the summer of that year, Miss Sarah A. Nutt lectured in the same place before the First Society of Spiritualists. On April 5, 1867, Robert Dale Owen lectured in this city on "Spiritualism; Its Aspect as a Phase of Religious Sentiment." On the 19th of April, 1868, Mrs. Colby and Mrs. Augusta J. Babbitt, both trance-speakers, delivered addresses.

CHICAGO CEMETERIES.

Let us turn for a time from the few brief years, crowned with riant life and activity, which have made up the wonderful past of Chicago, to that other great city where reigns voiceless silence and eternal peace. The virtues and achievements have been sounded of many who were identified with the city's rapid rise to prosperity; whose very bones have been crowded from their resting-place by the encroachments of the queenly city of their pride and early hopes, to find anew some distant, still abode, that now again lies almost within sound of her busy, restless life. This chapter must be limited to a mere recital of facts regarding the burial of the city's dead, for space will not admit of any extended description of the natural beauties and artificial improvements of the many cemeteries adjacent to Chicago.

An account of the laying out, by the town authorities of Chicago, in 1835, of two cemeteries—on the North and South sides, respectively—is given in the first volume of this history.* The northern half of the plat so set apart on the North Side was used as a place of sepulchre by the Protestants, while the southern portion became the first Catholic burying-ground in the city.

THE FIRST GRAVE-DIGGER in Chicago was Henry Gherkin, one of the early settlers.

HENRY GHERKIN was born in Hanover, near Bremen, in Prussia, September 18, 1787, and educated in Bremen. In 1823, he was married, at Liverpool, to an English lady, who died in New York, as also did their three children, of cholera. During the following year, Mr. Gherkin moved west to Buffalo, where, in 1834, he was married to Miss Mary Specker. In 1836, he came to Chi-

cago, where he was of great use, to both Germans and Americans, as an interpreter. He made a business of grave-digging, and, as has been said, was the first regular grave-digger in Chicago. In addition to this occupation, Mr. Gherkin was a market-gardener, supplying vessels and steamers on the lake, and was popularly known as "Dutch Henry." He died in July, 1877, at the good old age of ninety years, having ceased to dig graves in 1854.

THE FIRST UNDERTAKER in Chicago was an Englishman, named A. J. Bates, and he also owned the first hearse. He was succeeded by the firm of Gavin & Gehr, one an Irishman and the other a German.

No interments were made in the South-side grounds after 1842. About 1847, the city authorities re-interred the bodies from the South-side burying-ground in the Lincoln-park tract, known as the Chicago Cemetery.* The Chicago Cemetery tract contained altogether three thousand one hundred and thirty-six burial lots, and was designated, under the old survey, as the "Milliman" tract. By a decision of the Supreme Court, the city lost the title to the Milliman tract, and not being able to perfect or obtain the title, the Common Council, in 1865, ordered the vacation of the tract, authorizing lot-owners to exchange their lots for lots in any of the new cemeteries, of equal size and of their own selection. Graceland, Rosehill and Oakwoods had, at this date, been established.

When the time allowed the city to vacate the tract (two years) had expired, a special committee, appointed

* As a matter of interest in this connection, it may be mentioned that Thomas B. Bryan secured the South-side tract and subdivided it into lots, the principal street being Calumet Avenue. On every deed of lots along this street, Mr. Bryan incorporated a provision that the houses should be built one hundred feet back from the street line.

* See vol. I, page 141.

by the Common Council, consisting of Aldermen Woodard, Wicker and Lawson, made the selection for about two hundred lot-owners who had not made any selection and could not be found. The committee selected lots, of equal size and in the best obtainable location, in that portion of Oakwoods known as the "Third Division, Section B," where the bodies were re-interred in precisely the same order as they had been in the Chicago Cemetery. The city holds the title to the whole tract purchased in Oakwoods, and any of the owners of the lots so exchanged were given the privilege of obtaining a deed to the new lot upon execution of a release of the old one. After several years of litigation, the portion of the old Chicago Cemetery included in the present limits of Lincoln Park passed under the control of the park commissioners. Joseph H. Ernst, of No. 271 North Avenue, was the sexton of the Chicago Cemetery for a number of years and had charge of the exhumation of the bodies.

THE ROSEHILL CEMETERY COMPANY was chartered February 11, 1859, the incorporators being William B. Ogden, Charles G. Hammond, John H. Kinzie, Hiram A. Tucker, Levi D. Boone, Benjamin W. Raymond, Charles V. Dyer, James H. Reese, John Evans, Jonathan Burr, Levi B. Taft, E. K. Rogers, Robert H. Morford, Andrew T. Sherman, William Turner, George Schneider, C. H. Diehl, Andrew Nelson, James V. Z. Blaney, Henry Smith, Philo Judson, E. C. Jansen and Francis H. Benson. Dr. Blaney was the first president of the association. The land bought for the cemetery was five hundred acres lying six and a half miles north of the city. Improvements were at once begun. The cemetery was dedicated by the laying of the corner-stone of the chapel with Masonic ceremonies July 28, 1859, M. W. I. A. W. Buck, Grand Master, officiating. The first interment was of the remains of Dr. J. W. Ludlam, July 11, 1859.

Rosehill has a magnificent entrance arch, a capacious receiving vault, and a spacious chapel. A steady flow of clear water is obtained from an artesian well; a number of artificial lakes have been formed; there are large and handsome greenhouses and conservatories; the avenues, drives and walks are constructed to be durable and permanent; and the grounds are well tended. About two hundred and fifty acres of the grounds are thus improved, and the interments up to date number nearly 30,000. By an amendment to the charter, the company is required to pay ten per cent. of all proceeds to a perpetual care fund, which now amounts to about \$35,000. The trustees of this fund are Charles B. Farwell, Orrington Lunt and Henry F. Lewis. The present officers of the company are Frederick Tuttle, president; William H. Turner, vice-president and auditor; Van H. Higgins, treasurer; and Joseph Gow, secretary and superintendent.

GRACELAND CEMETERY was founded in 1861, by Thomas B. Bryan, who purchased eighty acres of land, five and a half miles from the center of the city, on rising ridges near the lake shore. Since then, various additions of land have been made, until the cemetery is larger than any other in the country except Greenwood Cemetery, New York. The first board of managers was composed of William B. Ogden, Sidney Sawyer, E. H. Sheldon and George P. A. Healy. The grounds are improved in much the same manner as those at Rosehill—there being several natural springs, from which water for irrigation and supplying the artificial lakes and fountains is drawn by steam pumps. The grounds are superbly ornamented with rare vases, beautifully

designed statuary, noble monuments and handsomely kept walks, terraces and flower beds. The cemetery is reached by steam and street-cars and the lake shore boulevard drive. There have been 40,000 interments to date. The same charter provision as in the case of the Rosehill company, for a perpetual improvement fund, applies to the Graceland Corporation. Ten per cent. of the gross receipts from the sale of lots is set apart, and draws compound interest, and insures the perpetual maintenance and preservation of the cemetery. The trustees and managers of the fund are William Blair, J. M. McGennis, Daniel Thompson, Marcus C. Stearns, E. W. Blatchford, Hiram Wheeler, George C. Walker, Jerome Beecher, Edwin H. Sheldon, A. J. Averill, John DeKoven and Henry W. King. Bryan Lathrop is the president of the company, and T. E. Patterson secretary.

OAKWOODS CEMETERY, already mentioned in connection with the transfer of the bodies from the old Chicago Cemetery, lies three and a half miles due south of the city limits. It is reached by the boulevard drives through the North Park, and Illinois Central Hyde Park trains stop at 67th Street, from whence a broad walk leads to the cemetery entrances. The cemetery was laid out in 1864, by M. A. Farwell, who at that time, owned one hundred and sixty acres of land, and has since added forty acres more to the site. The cemetery is conducted entirely upon the lawn plan, and has many beautiful and attractive features. There are some splendid vistas of waterscape from different points about the four ornamental lakes, and the lawns are well kept and inviting. Four greenhouses supply flowers for the purpose of decoration, and portions of the grounds are shaded by native oaks. Two new lakes and two greenhouses are under process of construction. There is an artistically constructed house for the use of the superintendent; a chapel 18x30 feet in area, and vault of large capacity. The Soldiers' Home has a burial plat here and a handsome monument, surrounded by cannon and stacks of balls. There have been 19,000 interments since the cemetery was established. The corporation is subject to the same regulations regarding the creation of a special maintenance fund as the other cemetery associations. The incorporators were Joseph B. Wells, William B. Herrick, John Evans, Norman B. Judd, William B. Egan, Ebenezer Peck, J. Young Scammon, R. K. Swift and Charles N. McKubbin. The present officers are Marcus A. Farwell, president; W. C. D. Grannis, treasurer; George M. Bogue, secretary; and William Dennison, superintendent.

FOREST HOME CEMETERY lies on the banks of the Desplaines River, four and a half miles west of Chicago, on Madison Street. It is reached by the Chicago and Western Dummy, and the Chicago & North-Western steam-cars to Oak Park. The cemetery comprises a part of the beautiful Haase's Park, once a noted pleasure resort. There are now nearly eighty acres under improvement. The cemetery is provided with an elegant entrance, commodious waiting rooms, a chapel and a vault of sufficient capacity for all demands. The lawn system of keeping the cemetery was adopted from the start, and its superior beauty can be seen at a glance. The company is incorporated and has a permanent improvement fund. The officers of the company are Ferd. Haase, president; E. S. Dreyer, treasurer; Emil R. Haase, secretary. Mr. Haase founded the cemetery in 1876. The Concordia Church Society bought forty acres of land near by, facing Madison Street, in 1870, and the grounds are now handsomely

improved. There have been about 10,000 interments in both cemeteries. Seven Evangelical Lutheran Churches bury their dead here.

WALDHEIM CEMETERY.—Directly opposite Forest Home Cemetery, to the south, and lying between Harrison and Twelfth streets, on the Desplaines River, is Waldheim Cemetery. Its distance from the city is four and a half miles. It is owned by a corporation re-organized in 1881 under the law of 1879, and is subject to the same provisions as to maintenance as the other cemeteries. The Odd Fellows, Musicians' Union, Sons of Hermann, St. Peter's German Lutheran Church, and other societies, have burial-plots here. The cemetery is beautified with fine lawns, flowers, shrubbery, and well-kept walks and drives. There are two ornamental lakes, one containing natural springs, and a system of water-works distributes the water where needed. The cemetery is, also, well sewered, over 10,000 feet of tile having been laid during the past two years. There is a neat brick chapel on the grounds, and one of the largest receiving vaults in the country. The interments number about 15,000 up to date. The officers of the association are: Phillip Maas, president; Jacob Heisl, vice-president; John Buhler, secretary; John M. Faulhauber, treasurer; and C. Schwartz, superintendent.

WÖNDER CEMETERY.—A German cemetery was laid out, near Waldheim, in 1860, at which time it consisted of four and a half acres. It was called "Wönder" Cemetery, in honor of Henry Wönder, a noted German Lutheran divine. In 1866 it was increased to fourteen and a half acres. There were no burials here after 1872.

ST. BONIFACE, a German Catholic Cemetery, consisting of about thirty acres, is located on the Green Bay road, three and a half miles north of the city.

CALVARY CEMETERY is the favorite burial-place of the Irish Catholic Churches. It lies nine miles north of the city, near Evanston. It was consecrated shortly after the date of the opening of Graceland, although prior to this some of the bodies taken from the consecrated ground in the old Chicago cemetery were re-interred here. The office of the cemetery was formerly located on Franklin Street, in the city, but it is now at the grounds. The cemetery is a large one, well kept, and beautified by many costly improvements. The interments number upward of 20,000.

THE HEBREW CONGREGATIONS have a cemetery five miles north of the city, on the Green Bay road. They formerly had a plot of ground in the Chicago Cemetery. The Hebrew Benevolent Society established a burial-ground here in 1855. The grounds are high and overlook the lake, and contain a number of fine monuments. Sinai and Zion congregations have an extensive plot reserved at Rosehill.

As nearly as can be ascertained, the total number of Chicago's dead, buried in cemeteries near the city, is one hundred and fifty thousand.

C. H. JORDAN, an old citizen of Chicago, and to-day one of the oldest undertakers in the city, was born in Piqua, Ohio, in 1826. His father, David J. Jordan, was a prominent dry-goods merchant of that place, in which business the younger Jordan was trained. He was, however, given a liberal education. After completing his academic course, he entered Woodward College, at Cincinnati, Ohio, from which institution he graduated as a member of the class of 1845. Immediately on leaving college, he entered upon a mercantile career in Piqua, Ohio, afterward connecting himself with a wholesale house in Cincinnati. In these two places he remained for several years, and, in 1854, he came to Chicago as the general western agent for Crane, Breed & Co., manufacturers of metallic burial cases. Making this city his headquarters, and carrying a large stock of goods in his store, he spent some years in

traveling, selling and introducing his goods in the West. At the same time, too, he established himself in the undertaking business, at No. 134 Clark Street, remaining there until he was burned out in the great fire in October of 1871. Immediately thereafter, he resumed business on the West Side, where he remained until the summer of 1872, when he removed to No. 112 Clark Street, in the old Exchange Building, the site where now stands the new Chicago Opera House. His next removal was to No. 114 Monroe Street, where he remained until 1881, when he removed to his present location. In 1854, when Mr. Jordan came to Chicago, there were but three firms besides himself in his line of business; these were Wright & McClure, located on LaSalle Street, John Gavin, on Market Street, and W. T. Woodson, on Washington Street. Of these firms, none are now in existence but a son of Mr. Wright, of the first mentioned house, who is still in this line of business. It is, no doubt, safe to assert that Mr. Jordan has officiated in his capacity as undertaker on the occasions of the deaths of more of Chicago's old and leading citizens than any other funeral director in the city. He was married, in 1856, to Miss Mary Scott, daughter of William Scott, formerly president of the First National Bank, of Piqua, Ohio; and has had two children, one of whom, Scott Jordan, is now connected with his father in business.

JAMES WRIGHT was born in England, in 1816. While young, he emigrated to America, and learned the trade of carpenter and cabinet-maker in this country. In 1846, he came to Chicago, and soon after reaching this city, formed a partnership with Andrew McClure, under the firm name and style of McClure & Wright. This firm succeeded A. J. Bates, the first undertaker in Chicago. At Mr. McClure's death, William A. McClure succeeded him, the firm name being Wright & McClure. In 1864, George P. Wright succeeded William A. McClure, as a member of the firm, when the firm name was changed to James Wright & Son. James Wright died on February 16, 1880. To accurate and systematic business habits he united sterling integrity and rare social gifts. His many friends deplored the loss which they incurred by his removal to a life upon which he entered without fear. Mr. Wright was married, in 1835, to Annie E. Hood, of this city. Mr. and Mrs. James Wright had six children, only three of whom survive—George P., Margaret and Mary.

GEORGE P. WRIGHT, who succeeded his father in business, was born in Philadelphia, on August 11, 1839. In 1864, as has been already said, he entered into partnership with his father, since whose death he has successfully conducted the business alone. In the same year of the formation of his partnership with his father, he married Miss Mary A. Brown, of Beloit, Wis. Five children have been born to them—George James, Charles P., Clara, Addie and Walter.

JOSEPH ROGERSON is a son of John and Agnes (Parkinson) Rogerson. He was born in England, in December, 1833. At the age of sixteen, he came to the United States, and settled in Chicago. For ten years he was employed in a carriage-shop. In 1859, he started in business as an undertaker, at No. 115 West Randolph Street, and was, for a number of years, the only undertaker on the West Side. His success has exceeded his expectations. He soon purchased the property which he first rented, and now owns real estate in various portions of the city. In 1857, he married Miss Eliza Daro, a native of England, whose parents had come to this country while she was a child. They have had three children, only one of whom is living—Edward J., born in 1860. He married Miss Fannie Dayton, and is at present engaged in business with his father. Mr. Rogerson, Sr., and his wife have been members of the Baptist Church for more than thirty years. He is a member of Fort Dearborn Lodge, I. O. O. F., and for four years has been president of the Undertakers' Association. He enjoys the esteem, not only of his own guild, but of the community at large.

F. H. HILL & Co.—This firm was first organized in 1866, by J. H. Boyd and F. H. Hill, for the purpose of manufacturing coffins and caskets, and continued until 1874, when Mr. Boyd withdrew, and a partnership was formed by F. H. Hill and Mortimer Goff, under the present firm name. They were first located at Calhoun Place, and then removed to No. 292 South Franklin Street, and erected a large brick building, which was destroyed in the great fire of 1871, and partly re-built and running within thirty days after. The building they now occupy is 105 by 120 feet, and has an area of about 126,000 square feet. During the first year of their business they employed about ten hands, and their gross sales amounted to about \$15,000, while last year they gave employment to about one hundred and fifty hands, and their sales amounted to over \$300,000. They are among the largest houses in their line of trade in the West, and are an important factor in Chicago's industries.

Francis H. Hill was born in Canal Dover, Tuscarawas Co., Ohio, in 1835, and is the son of Edmund and Mary (Rupp) Hill. At an early age he went to Pittsburgh, Penn., where he received a good common-school education. After completing his

studies he learned the cabinet business, and was employed in it until 1864, when he became associated with Mr. Algeo in the manufacture of coffins, under the name of Algeo & Hill. This continued for six months, when a joint-stock company was formed, the business being carried on until 1866, when Mr. Hill came to

Chicago, and during that year permanently settled here. He soon became associated with Mr. Boyd in the manufacture of coffins, and continued with him until 1874, when the firm changed to the present style of F. H. Hill & Co. Mr. Hill was married in Columbus, Ohio, to Miss Caroline Griffith of that city, in 1856.

THE BENCH AND BAR.

From 1857, the Chicago Bar greatly increased and began to assume the characteristics of a metropolitan Bar. With the growth of the city the field of litigation grew wider, and the interests involved became of greater import. The rapid extensions of railroads and telegraphs, the vast enlargement of commerce and shipping, the growth and methods of the Board of Trade, and all the various efforts in business that an industrious and ingenious people could devise for the satisfaction of their physical wants and augmentation of their wealth, gave rise to legal questions which had hardly been considered by the early Bar. Up to 1858, the reports of the Supreme Court of the State were contained in twenty volumes, embracing a period of forty years. In 1871, the numbers had grown to sixty volumes, or forty volumes for the fourteen years from 1858 to 1871. Nor does this adequately show the real increase in litigation, for, prior to 1858, the business of the Federal courts was but trifling comparatively, while after that period it grew rapidly in importance and extent.

To these new demands the Judiciary and Bar easily responded, and the second period of our history presents a galaxy of names which will long remain the pride of Chicago. It would be difficult to find a more honorable, high-minded and well-informed Bar than that of Chicago, the older members manifesting an unvarying kindness to their juniors, and betraying no jealousy of each other. The Bench has always been able, and in some cases great; and many of the decisions of Drummond, of Manierre, of Wilson, and of McAllister have been accepted by the Bar as final, or have been adopted *in totidem verbis*, by the Supreme Court. The judges of all the courts, Federal and State, in 1858, numbered six, and the Bar about three hundred and sixty. In 1871, the judges were eleven and the Bar about one thousand.

THE UNITED STATES COURTS.

The seventh judicial circuit of the United States in 1858 embraced the States of Illinois, Indiana, Michigan and Ohio. The Judge was John McLean, Associate Justice of the Supreme Court of the United States.

JOHN MCLEAN was one of the foremost of American jurists, which high position he attained by an indomitable will. He was the son of a poor man, and was born in New Jersey, on the 11th of March, 1785. When he was still young, his father removed to the West, first settling in West Virginia, afterward in Kentucky, and finally in what is now Warren County, Ohio. There, young McLean labored on the farm, acquiring what occasional schooling he could, until he was eighteen years of age, when he went to Cincinnati, to write in the clerk's office of Hamilton County. This employment enabled him to support himself, and at the same time gave him opportunity for pursuing the study of the law, which he had long resolved should be his vocation in life. He was admitted to practice in 1807, and commenced his professional life at Lebanon, Ohio, where he soon rose into a lucrative practice. He was married the same year, and entered upon political life. Identifying himself with the Democratic party, and heartily supporting the administration of Madison in its war policy, he was, in 1812 elected to Congress, and unanimously re-elected in 1814. His career in Congress added greatly to his reputation, but the position was not entirely congenial to him, and he declined a re-election,

after serving two terms. In 1816, he was chosen to the Supreme Bench of Ohio, where he served until 1822, when he was appointed, by President Monroe, Commissioner of the General Land Office. He remained in this station only a few months, when he was appointed Postmaster-General. This position he held through the remainder of Monroe's term and throughout that of John Quincy Adams. When President Jackson came in, McLean declined a re-appointment, as well as the offer of the war or navy departments. The President, however, wishing to avail himself of abilities which had been so long exerted for the public welfare, tendered him the place of Associate Justice of the Supreme Court, and on his signifying that he would accept, he was immediately nominated, and the nomination confirmed by the Senate. Here he became the associate and peer of Marshall and Story, and the opinions he delivered rank with those delivered by these eminent jurists. When on the circuit, also, his charges to the grand juries are distinguished for their ability and eloquence. One of the most noted of these was delivered in December, 1838, at the time of the Canadian insurrection, in regard to aiding or favoring unlawful military combinations by our citizens against a foreign government with whom we are at peace. He was frequently mentioned as a candidate for the Presidency, but he never sought to achieve it by currying favor with the populace at the expense of principle. His name was before the Free Soil Convention, at Buffalo, in 1848, when Van Buren was nominated; and again, at Philadelphia, in 1856, in the Republican Convention, he received one hundred and ninety-six votes to three hundred and fifty-nine for John C. Fremont. He also received some votes in the Republican Convention in 1860, at Chicago, when Lincoln was nominated. In 1857, he delivered his celebrated dissenting opinion in the Dred Scott case, in which, against the majority of the court, he took the ground that slavery had its origin in power merely, was against right, and in this country was sustained only by local law, and that Congress had entire control over it in the Territories. The reports of his decisions on the circuit are contained in six volumes, entitled McLean's reports. They are largely cited, and rank high as authority. He died in Cincinnati, April 4, 1861. A large meeting of the members of the Chicago Bar was held on Saturday, April 6, 1861, to give expression to their sentiments in relation to his death. Thomas Hoynes was made chairman, and a committee of twelve was appointed to draft suitable resolutions.

Noah H. Swayne was appointed the successor of Judge McLean on the 4th of January, 1862, and consequently became Judge of the United States Circuit Court at Chicago, but he never presided at that court. The seventh judicial circuit, comprising the States of Illinois, Indiana, Michigan and Ohio, had been organized under the act of Congress of March 3, 1837. This act was amended by the act of July 15, 1862, in which the States of Michigan, Wisconsin and Illinois were made to form the eighth judicial circuit. This was again amended January 28, 1863, under which Ohio and Michigan formed the seventh circuit, and Illinois, Indiana and Wisconsin the eighth circuit. This arrangement lasted until the act of 1869 establishing circuit courts, subsequently to be mentioned.

On the 8th of December, 1862, David Davis was appointed an Associate Justice of the Supreme Court of the United States, and was assigned to the eighth judicial circuit. He held his first term, as Judge of the United States Circuit Court, at Chicago in July 1863.

DAVID DAVIS was born in Cecil County, Maryland, on the 19th of March, 1815. He received a careful education, first at an academy in Delaware, and subsequently at Kenyon College, in Ohio, where he graduated in 1832. Choosing the law for his profession, he commenced his studies under Judge H. W. Bishop, at Lenox, Mass., and after two years there, attended the law school at New Haven, Conn., and in 1835 he was admitted to practice.

Determined to settle in the growing West, he first opened an office at Pekin, Ill., but a few months later changed his location to Bloomington, which ever afterward continued to be his home. Shortly after, he married Miss Sarah Walker, of Pittsfield, Mass., and found in her a companion who contributed in no small degree to his future success in life. An ardent admirer of Henry Clay, Mr. Davis soon found himself engaged in political life, and in the great Clay campaign of 1844, he was elected to the Legislature, and in 1847 to the Constitutional Convention. By the Constitution adopted by that convention, a new judiciary was created, to be elected by the people. Although the circuit in which Mr. Davis lived was strongly Democratic, he was the choice of the Bar and the people for circuit judge, and was elected without opposition. This position he held until transferred, by his life-long friend, President Lincoln, to the Supreme Court of the United States. Although not a strong partisan, Judge Davis acted with the Republican party from its formation, and, in 1858, actively supported Mr. Lincoln in his great Senatorial campaign with Judge Douglas. He was most intimately in the confidence of the Republican leader, and was so recognized; and in 1860, when the delegates were chosen to attend the Republican convention at Chicago, Judge Davis was appointed a delegate at large. He labored for Mr. Lincoln's nomination, and, though it would be too much to say that the nomination was due to him, his influence was undoubtedly a large and important factor in securing it. At the beginning of the secession movement, in the winter of 1860-61, Judge Davis advocated a conservative course, hoping to avert the war, and accompanied Mr. Lincoln to Washington, and was present at his inauguration. Moderate counsels could not prevent war, and Judge Davis retired to his home ready to give his active and hearty support to the administration. In December, 1862, he was appointed to the Supreme Bench of the United States, although almost unknown to the Bar of the country at large. But as a judge he soon gained the respect of his associates and all who had business in that great tribunal, for his learning, his clearness of reasoning, and his independence. In February, 1877, he was elected to the United States Senate, by the Legislature of Illinois, and resigned his seat upon the Bench. In all the service he has given to the public and to his country, he has always been earnest, faithful, zealous and unostentatious, and he has commanded the respect of those opposed to him, and the confidence and admiration of his friends. Through early and fortunate investments in lands in Chicago, and elsewhere in Illinois, Judge Davis is now the possessor of a handsome fortune. In his retirement he resides at Bloomington, admitted and respected by all who know him.

By Act of July 3, 1866, the judicial circuits were again changed by Congress—Illinois, Indiana and Wisconsin becoming the seventh; and on April 10, 1869, Congress enacted a law providing for the appointment of a circuit judge for each of the nine existing judicial circuits, who should reside in his circuit and possess the same power and jurisdiction as the justice of the Supreme Court allotted to the circuit. Under this law, and with the universal approbation of the Bar and the people, Judge Thomas Drummond, so long the Judge of the United States District Court for the Northern District of Illinois, was appointed Circuit Judge by President Grant.

THOMAS DRUMMOND was born October 16, 1809, in Bristol, Lincoln Co., Maine, to which place his grandfather, a native of Scotland, had removed prior to 1776, a settlement having been made near the headland called Pemaquid Point, afterward Bristol, very early in the seventeenth century. James Drummond, father of Thomas, like most of the early settlers on the coast of Maine was a sailor as well as a farmer, and the early life of his son was spent amid surroundings that eminently fitted him for the admiralty practice in which he later gained such marked distinction. James Drummond was a member of the Maine State Legislature several years, and died in 1837. The mother of Judge Drummond was a daughter of Henry Little of Newcastle, Maine, who died while her son was yet young. After mastering the preliminary studies at the common schools and at the academies at New Castle, Monmouth, Farmington and Gorham, the young man entered Bowdoin College, at Brunswick, Maine, from which, after a full course, he graduated in 1830, being then twenty-one years of age. He immediately commenced the study of law in the office of William T. Dwight of Philadelphia, a son of President Dwight of Yale College, with whom he remained until Mr. Dwight abandoned the law and entered the ministry, when he finished his legal studies with Thomas Bradford, Jr., and was admitted to practice at the Philadelphia Bar, in March, 1833. In 1835 he removed to Galena, Ill., and there built up a most honorable and lucrative practice in the course of the next fifteen years. His reputation as a sound, skill-

ful and honorable jurist was not confined to his adopted county or State; and on the death of Judge Nathaniel Pope, of the United States District Court of Illinois, in February, 1850, he was appointed by President Taylor his successor, and held his first term of court in Springfield in June, and in Chicago in July, of the same year. In 1854, Judge Drummond removed to Chicago, in which city or its vicinity he has continuously resided since that time. In 1855, the Northern District of Illinois was organized, of which he became judge, and over which he presided many years, performing the duties of district judge until, in December, 1869, he was appointed judge of the Circuit Court of the United States for the seventh judicial district, comprising the States of Illinois, Indiana and Wisconsin. That position he held until July, 1884, when he resigned. In the olden times, Judge Drummond was an earnest, energetic member of the Whig party, and as such was elected to the Illinois State Legislature in 1840-41. This was the only elective political office he has ever held, although since the formation of the Republican party he has been in close sympathy with its principles. For more than thirty-four years Judge Drummond occupied the bench of a United States court in Chicago; for nearly fifteen he performed the responsible duties of judge of the Seventh Judicial Circuit, maintaining his position with the most eminent jurists of the day, commanding universal respect for his firmness and integrity and gaining the love and admiration of his contemporaries by his gentle dignity and constant courtesy. Judge Drummond was married, in 1839, at Willow Springs, Lafayette Co., Wis., to Miss Delia A. Sheldon, daughter of John P. Sheldon. His family consists of two sons and four daughters. His eldest son, Frank, is a farmer, living in Decatur County, Iowa. His youngest son, James J., was educated as a dynamic engineer at the Yale Sheffield School.

HENRY W. BLODGETT qualified as a judge of the United States District Court on the 26th of January, 1870, having been appointed to succeed Judge Drummond. He was born at Amherst, Mass., on July 21, 1821, and when he was in his tenth year his parents moved to Illinois. His mother was a woman of superior refinement and education, and under her instruction Henry was fitted to enter the Amherst Academy, which he did at the age of seventeen. Completing his studies, he returned to Illinois, where he engaged in school teaching and land surveying, which he pursued for several years. In 1842, he entered the law office of Scammon & Judd, in Chicago, and was admitted to practice in 1845. He commenced business at Waukegan, then called Little Fort, and had the usual experience of a youthful barrister, meeting with the success his industry and application deserved. In 1852, he was chosen to the lower house of the Legislature, and in 1858, became a member of the senate. From its beginning he became largely interested in the North-Western Railway, and subsequently in the Milwaukee & St. Paul road, and served them in the various capacities of attorney, director, and president. He soon became noted as one of the best railroad lawyers in the West. He was for a time solicitor for the Michigan Southern, the Fort Wayne, the Rock Island, and the Chicago & North-Western railroads. In 1870, President Grant appointed him as judge of the District Court for the Northern District of Illinois, with the entire approval of the Bar of the Northwest. His ability, his learning, his memory and power of concentration all abundantly qualify him for his high position. Judge Blodgett is a tireless student of the law, and a wide reader in other fields of learning. He possesses the entire confidence of the Bar, and it is not often that his judgments are overruled by the Supreme Court of the United States. Like his predecessor, Judge Drummond, he has for a number of years transacted almost the entire business of the Circuit Court in common-law cases, the other judges being largely occupied in chambers, and in other branches of the vast litigation that has occupied the Federal courts since the extension of jurisdiction by Congress in 1866. In private life, Judge Blodgett is generous, charitable, and of great purity of mind. In 1850, he married Miss Althea Crocker, of Hamilton, N. Y., and has had five children, three of whom are now living.

Hon. Thomas Hoynes was district attorney on February 13, 1855, when the division of the State into two districts occurred; and, together with Judge Drummond and Ira Nye—the latter then just appointed United States Marshal—was transferred to the Northern District, with headquarters at Chicago. About a month prior to the division, Philip A. Hoynes was appointed United States Commissioner for the District of Illinois, the date of his commission being January 9, 1855, and he was transferred, with the other attachés of the district court, to the northern division. William Pope was the clerk of the Court at this time.

In March, 1857, upon the accession of President

Buchanan, A. M. Herrington, of Geneva, was appointed to succeed Thomas Hoyne as district attorney, and James W. Davidson, of Monmouth, to the position of marshal. When the political differences between President Buchanan and Stephen A. Douglas arose, Davidson, being an adherent of Douglas, was removed, and Charles N. Pine, of Princeton, appointed in his place. District Attorney Herrington was also superseded at the same time, and for the same reason, and Henry N. Fitch, son of G. W. Fitch, then United States Senator from Indiana, was appointed to the office. Pine turned out a defaulter in the office of marshal, and for this cause was removed before the expiration of his term. A lively contest for the place ensued, joined in by upwards of a dozen aspirants, and ultimately the office was turned over to the care of Thomas Hoyne, who was one of Pine's unfortunate bondsmen. Mr. Hoyne conducted the affairs of the office in a highly satisfactory manner for a period of about twelve months, or until the expiration of the term. Shortly after President Lincoln's inauguration, in 1861, Hon. J. Russell Jones, of Galena, received the appointment of marshal, and at this time E. C. Larned proved the successful competitor for the office of district attorney. Mr. Jones retained the office of marshal until 1869, when he resigned, and his brother-in-law, B. H. Campbell, was appointed in his stead. Mr. Larned resigned the office of district attorney in 1864, and Mr. Bass was appointed to the vacancy. When President Johnson succeeded to the administration, in 1866, Mr. Bass was removed and Jesse O. Norton appointed. Mr. Norton held the office until April 5, 1869, when Judge Joseph O. Glover succeeded him. B. H. Campbell served as marshal until April 15, 1877, when the appointee of the new administration came in. Hon. William H. Bradley was appointed clerk of the Circuit and District courts March 22, 1855, and is still (1885) an occupant of that office.

LOCATION OF THE COURTS.—The first law administered from the Federal Court in Chicago was by Judge Pope, in 1837. The scene of Judge Pope's judicial dispensation in those days was George W. Meeker's store, on Lake Street, between Clark and Dearborn streets. Judge Drummond also held court in "Meeker's store." From there, the court was removed to the Saloon Building, at the southeast corner of Clark and Lake streets, where it remained several years, and from whence, in 1857, it was removed to more commodious quarters in the Larmon Building, corner of Clark and Washington streets. Upon the completion of the Government building, at the corner of Dearborn and Monroe streets, the courts and appendant offices were removed to it, where they remained until the destruction of the building in the great fire. Immediately after the fire, the courts, with the Custom House and other Government institutions, went to Congress Hall, at the corner of Michigan Avenue and Congress Street, where they remained until overtaken by the fire of July, 1874, when they were transferred to the Republic Life Building.

MASTERS IN CHANCERY.—Annexed to the courts are the masters in chancery, proper and additional, and the register in bankruptcy. The office of Master in Chancery was in existence during the early days of Judge Pope and was conducted for upward of twenty-five years by Tilden Moulton, who was succeeded, in 1863, by Henry W. Bishop, Jr. E. B. Sherman and John F. Bennett are the additional masters.

The bankruptcy law of 1867 created the office of Register in Bankruptcy. Lincoln Clark was the first register, and he held the office until January, 1870, when he

resigned, and Homer N. Hibbard was appointed to fill the vacancy.

HOMER NASH HIBBARD was born November 7, 1824, in Bethel, Windsor Co., Vt., the son of Samuel and Edith (Nash) Hibbard. Mr. Hibbard is descended from Robert and Joan "Hibbert," who were members of the Congregational Church at Salem, Mass., in 1635. He is of the sixth generation, thus: Robert (2d), Nathaniel, Zebulon, Zebulon (2d), Samuel and Homer N. Through, his mother, a daughter of Phineas Nash—he is in the same degree removed from Thomas Nash—a member of Rev. John Davenport's colony of Quinnipiac, now New Haven, Conn. In 1846, Mr. Hibbard entered the University of Vermont, and graduated in the class of 1850. He then became principal of the Burlington High School for two years, when he entered the Dane Law School of Harvard University, remaining until the spring of 1853. He continued his law studies for six months longer at Burlington, when he was admitted to the Bar. Coming to Chicago, he was admitted to the Bar, in Illinois, November 7, 1853, and formed a partnership with John A. Jameson, with whom he removed to Freeport in 1854. In 1856, he formed a partnership with Martin P. Sweet, of that city, and took an active part in its educational interests, being president of the Board of Education. He was appointed master in chancery, and elected city attorney, and in this latter capacity drafted its charter and codified its ordinances. In 1860, he returned to Chicago, to re-join his former partner in the firm of Cornwell, Jameson & Hibbard, which was dissolved in 1865, by the election of Mr. Jameson to the Bench; he afterward formed the firm of Hibbard, Rich & Noble, which was dissolved during 1871. In January, 1870, Mr. Hibbard was appointed by Judge Drummond register in bankruptcy for Chicago, a position he has since held. In 1860, he took up his residence in Hyde Park, where he has been a member of the Board of Education for ten years, and its president many times. He married Miss Jane Noble in 1855 (born in 1828, a daughter of Hon. William Noble, a lawyer and postmaster of Burlington, Vt.).

CLERK OF THE UNITED STATES COURTS.

WILLIAM HENRY BRADLEY, clerk of the United States District Court and of the United States Circuit Court for the Northern District of Illinois, was born at Ridgefield, Conn., November 29, 1816. His grandfather was an officer in the Revolutionary War, holding the rank of colonel, and during the administration of Washington and Adams was United States marshal for the District of Connecticut. His father, a graduate of Yale, was a lawyer of prominence in Connecticut, and became one of the judges of Fairfield County. Young Bradley was educated at Ridgefield Academy, and was about to enter Yale when his father died, in 1833. This event changed his career, and he commenced his business life as teller in the City Bank of New Haven. In 1837, at the age of twenty-one, he removed to Galena, then one of the most stirring and promising cities in the Northwest. There he became clerk of the County Court, and, in 1840, clerk of the Circuit Court of Jo Daviess County. This position he held, by repeated appointments and re-elections, until 1855, when, Congress having created the Northern District, Judge Drummond, with the concurrence of Judge McLean, appointed Mr. Bradley clerk of the United States Circuit and District courts for the new district; and on March 22, 1855, he entered upon his duties. This position he has held for thirty years, to the entire satisfaction of the courts, the Bar, and the community, winning their regard and commanding their respect. He has also held other positions of trust and confidence. He is one of the trustees of the Newberry estate: was at one time president of the Young Men's Christian Association, director and president of the West Division Railway, and deacon in the New England Congregational Church. He has been a member of the Church since 1831. In May, 1841, he married Miss Ada Sophomore Strong, of Roxbury, Litchfield Co., Conn.

UNITED STATES COMMISSIONER.

PHILIP AUGUSTUS HOYNE is a native of the city of New York, born on November 20, 1825. He came to Chicago in 1841, and entered the office of his brother, Thomas Hoyne, who had preceded him about five years, and began the study of law; but in the course of a year went to Galena, and remained until 1844, when he returned to Chicago as agent of a St. Louis fur company, which position he relinquished after a trial of a few months, and returned to Galena. Mr. Hoyne settled permanently in Chicago in 1851, where he engaged in real estate business with the late Colonel J. B. F. Russell. He was elected clerk of the Recorder's Court of the City of Chicago in 1853, and held that office five years. During his leisure moments he resumed the study of law, and was admitted to the Bar

early in 1855, and to the Supreme Court of the United States on February 3, 1868. While acting as clerk of the Recorder's Court of Chicago, he was appointed United States Commissioner for the District of Illinois, by Hon. Thomas Drummond, judge of the United States District Court, January 9, 1855. He is the oldest in the service in the Northwest. Mr. Hoyne has held numerous public positions, having been a member of the Board of Education of Chicago nine years, acting as its president two successive terms. In early times he was connected with the fire and military departments, having been a member of the old Chicago Artillery years prior to, and at the breaking out of the Civil War. In connection with Hon. John Wentworth, E. G. Keith, Judge Bradwell, and others, he was instrumental in starting the Union League Club in the winter of 1850. In connection with M. E. Stone, of the Daily News, D. K. Pearson, and others, he took the initiative in the movement for a memorial of the great fire. He is usually foremost in all the enterprises of the day, and is widely and familiarly known. He was a member of the Republican State Central Committee of Illinois from 1876 to 1881. He was married, on April 29, 1849, to Miss Teresa C. French, daughter of the distinguished grammarian, D'Arcy A. French. They have two sons, William A. and John Thomas. Mr. Hoyne is an Odd Fellow, and has held some of the highest offices in that fraternity. He is a life member of Waubansia Lodge, No. 160, A. F. & A. M.; Washington Chapter, No. 43, R. A. M.; Chicago Commandery, No. 19, K. T.; and of Oriental Consistory, 32°, S. P. R. S.

THE STATE COURTS.

THE JUDGES OF THE CIRCUIT COURT.—Cook and Lake counties constituted the seventh judicial circuit until the re-organization of the courts of Cook County by the Constitution of 1870.

In 1855, Hon. George Manierre was elected judge of this court, and re-elected in 1861. He served until his death, in May, 1863.

GEORGE MANIERRE was born in New London, Conn., in 1817. He was of Norman-French extraction, his great grandfather having emigrated from Normandy with a colony of Huguenots about 1680 and settled in New London. There, the father of Judge Manierre was born, bred and married, and there he died in 1831, leaving four children. In 1831, immediately after the death of her husband, the widowed mother, with her two sons, George and Benjamin, moved from New London, and made a home in New York City, where George entered the law office of Judge John Brinkerhoff. In 1835, young Manierre left the city of New York and settled in Chicago, to which place his half-brother, Edward Manierre, and his half-sisters, Mrs. George W. Snow and Mrs. J. B. Gray had preceded him. He at once entered the law office of J. Young Scammon, to pursue those studies which he had begun in the city of New York. He also identified himself with such literary efforts as were then being made by the citizens of the young town, being elected vice-president of the Chicago Lyceum during his first year's residence. He was appointed deputy clerk of the Circuit Court in 1836. On July 15, 1839, he was admitted to the Bar. At the opening of 1840 he formed a partnership with George W. Meeker, the firm being Manierre & Meeker; office No. 118 Lake Street. In 1841, he was placed in charge of the Chicago Democrat, Hon. John Wentworth being absent attending the Harvard Law School. The extensive reading and diligent study of Mr. Manierre made his editorial labors a marked success. He was elected city attorney in 1841, and served one year, was again elected in 1843, but resigned in July, Henry Brown being appointed his successor. During 1844, he commenced the revision of the charter (passed in 1837) and the laws and ordinances, afterward completing and publishing the work in a single volume, which constituted, until about 1853, the basis of all amendments to the municipal organization. In 1841, when the Young Men's Association absorbed the Chicago Library Association, Mr. Manierre became identified with the former, being one of the lecturers before the association and serving as its president in 1846. He was also one of the founders of the present Law Institute and Library, in which he was warmly interested up to the time of his death. In 1843, he was elected alderman from the First Ward, to promote some beneficial legislation with respect to the public schools;—in fact, he was ever a warm and able friend to the cause of education, serving as school commissioner from 1844 to 1852; becoming a member of the first board of regents of the Chicago University in 1850; continuing in that capacity and upon the board of trustees of the Law Department up to the time of his death; and receiving other substantial tokens from the public of the appreciation in which he was held. During his term as school commissioner he devoted himself sedulously to the establishment

of schools, the re-organization of the school system, and the management of the school fund, which had, since the panic of 1837, been endangered, both principal and interest. Under his supervision, school affairs were placed on a safe footing and the common schools of the county put in successful operation. Judge Manierre was ever active in furthering all public and private improvements bearing upon the material prosperity of Chicago, being one of the most prominent of the leaders whose efforts resulted in the calling of the River and Harbor Convention, which met in this city in June, 1847. In 1853, he was appointed master in chancery of the county by Hon. Hugh T. Dickey, judge of the circuit court, which office he filled up to the time of his own election as judge of the same court in 1855. His term commenced upon the 25th of June, of that year. He was re-elected in 1861, as the unanimous nominee of both parties, and held the office at the time of his death, May 21, 1863. As an instance of the prodigious industry and executive ability of Judge Manierre, it may be stated that, during the thirty years' previous existence of this court, twenty-two thousand cases had been filed, and of this number seventeen thousand were disposed of by him during his eight years' occupancy of the Bench. When it is remembered that he was one of the most energetic men in Chicago in educational and political matters and works relating to the material improvement of the city, some idea may be gained of his great ability and mental activity. It will be inferred, as was the case, that Judge Manierre was a powerful champion of freedom in every form. The record of his life proves this statement most forcibly. Commencing with the first anti-slavery meeting held in Chicago, January 16, 1840, up to the time of his death, Judge Manierre was a bold and consistent defender of personal liberty. As a young man he acted as vice-president of that meeting that denounced the "Black Code" of Illinois. In 1848, with Isaac N. Arnold, William B. Ogden, Thomas Hoyne and Daniel Brainard, he called a Free-soil Convention at Ottawa, which nominated a Van-Buren and Adams electoral ticket and inaugurated the first formal anti-slavery movement in Illinois. Cook County was triumphantly carried for the ticket in the election which followed in November. This was the starting point of the revolution in American politics which made Lincoln president in 1860, and finally abolished slavery. Again, in 1854, with E. C. Larned, he was counsel for the first colored man who was arrested under the fugitive slave act. The trial of the case before the United States Commissioner, George W. Meeker, created the most intense public excitement. The negro was discharged, and the colored people of the city publicly acknowledged their appreciation of Judge Manierre's services. At the breaking out of the Rebellion, Judge Manierre, who had abandoned the Democratic for the Free-soil party, in 1848, became one of the most earnest supporters of the Union cause, a member of the Union Defense Committee, and in every way actively identified with the opponents of slavery extension. At that time he joined the Republican party, with which he acted forever afterward. It was no cause for wonder that the death of such a man should be looked upon as a public calamity. His funeral was attended by the members of the Bar in a body, all the officers of the various courts, the Mayor and Common Council, and the most prominent men in the city in many walks of life. Amid the tolling of the city bells the funeral cortege moved toward Graceland Cemetery. Here, the most graceful and heartfelt tributes were laid upon the grave of this kind friend, good citizen, just judge, and earnest and brilliant man. Judge Manierre was married in 1841 to Ann Hamilton Reid, daughter of William Reid, barrister of Glasgow, Scotland. At his death he left a widow and four sons, who still survive him. His children are George, William R., Edward and Benjamin Manierre.

On the death of Judge Manierre, an election for judge of the seventh circuit was held on the 30th of June, 1863, and resulted in the election of Erastus S. Williams, republican, over Benjamin F. Ayer, democrat.

ERASTUS SMITH WILLIAMS was born in Washington County, New York, on May 22, 1821. His father was a lawyer and a man of superior attainments. In 1836, he took up his home in Illinois. Young Williams passed his early years in attending school and receiving instruction from his father. When he was about twenty years of age he commenced the study of law in Chicago, under the direction of Messrs. Butterfield & Collins, and was admitted to the Bar in 1844. From that time until his election as judge he pursued the successful practice of his profession, holding a high position, though not ranking among the foremost of his contemporaries. He had a reputation for conscientiousness in adherence to duty and for a breadth of learning in his profession that largely commended him to his brethren of the Bar when a successor to Judge Manierre was to be chosen; and his whole career on the Bench amply vindicated their choice. Elected in 1863, he was re-elected in 1867 and again in 1873, serving until 1879. During these sixteen years, though subjected to a bitter hostility from certain quarters, he deserved and maintained the reputation of a learned and



George Manierre

just judge. As an illustration of his ability to hold with even hand the scales of justice, may be mentioned the libel suit of Judge Van H. Higgins against *The Times*, in 1865. The suit was commenced to recover damages, laid at \$35,000, for a publication in *The Times*, charging Judge Higgins with malfeasance in office, by using his position as judge of the Superior Court to influence a chancery suit wherein he was plaintiff. The fact was that Judge Higgins had commenced the foreclosure of a mortgage in the Superior Court, of which he was judge, but not a judge on the chancery side. He certainly had no wrong motive, and probably thought, that as there could be no contest over the suit, and as he could by no possibility hear the case himself, one court was just the same as another. In the trial of the libel, the case turned on the admissibility of certain evidence which, if admitted, tended to exonerate the defendants. After a long and patient hearing, Judge Williams admitted the testimony. The plaintiff was taken greatly by surprise and before the case was given to the jury, dismissed it, the attorneys, and plaintiff as well, showing a good deal of exasperation against the judge. Judge Williams took occasion to say, that as far as his feelings were concerned, they were far more friendly to the plaintiff than to the defendants; that his associations had been with the plaintiff and his friends and not at all with *The Times* people; but that he believed the law to be according to his ruling, and that he must follow it irrespective of his feelings. The truth was, *The Times* had been very hostile to him, as it continued to be to the close of his judicial career. In private life Judge Williams was highly respected. He was twice married. His first wife (1850) was Rebecca Woodbridge, a daughter of Rev. Dr. Woodbridge, of Massachusetts. This lady died during 1864. In 1869, he married Mrs. Sophia H. Morton. After his retirement from the Bench, Judge Williams resumed the practice of the law, in which he continued to do a lucrative business until his death in 1884.

In 1870, the courts of Cook County were re-organized by the new Constitution. Section 23, Article VI., of that instrument provided that the County of Cook should be one judicial circuit; that the Circuit Court should consist of five judges, until further increased as therein provided; and that the judge of the Recorder's Court of Chicago, and the judge of the Circuit Court, should be two of said judges.

The judge of the Recorder's Court was at that time William K. McAllister, who was elected in the fall of 1870 to the Supreme Court of the State; he accordingly did not serve as circuit judge at that time. William W. Farwell, Henry Booth and John G. Rogers were elected as the additional judges under this constitutional provision, and during December, 1871, Lambert Tree was elected to the vacancy caused by the resignation of Judge McAllister.

WILLIAM WASHINGTON FARWELL is a descendant, in the sixth generation, from Henry and Olive Farwell, who emigrated from England and settled in Concord, Mass., in 1635. He is a son of John and Almira (Williams) Farwell, and was born January 5, 1817, at Morrisville, Madison Co., N. Y. He entered Hamilton College in 1833, and graduated in the class of 1837. In 1838, he began the study of law, under the direction of Otis P. Granger, Morrisville, N. Y.; and in the autumn of 1840, entered the office of Potter & Spaulding, of Buffalo, where he completed his studies and was admitted to practice, in 1841, at the fall term of the Supreme Court, held in Rochester. He returned to Morrisville, where he began to practice, continuing it successfully for seven years. In May, 1848, he came to Chicago, remaining here until the spring of 1849, when he joined a small party, and set out, by the overland route, for California. Nearly six months were consumed in the weary journey. He remained in Sacramento and San Francisco until the summer of 1850, when he returned to New York, by way of the Isthmus of Panama. On February 12, 1851, he was married to Mary E., daughter of Otis P. Granger. He resumed practice in Morrisville, and remained there until the fall of 1854, when he returned to Chicago. In spring of 1855, he became a member of the law firm of Goodrich, Farwell & Scoville. In 1856, Mr. Scoville retired, and Sidney Smith entered the firm. Mr. Goodrich was elected judge of the Superior Court, and retired, re-entering the firm on the expiration of his term. The firm continued until 1870, at which time, Mr. Farwell was elected one of the judges of the Circuit Court. He held that position for nine years, being re-elected in 1873. His official duties during his term of service were mainly in the chancery department. Upon retiring from the Bench he resumed the practice of his profession, which he still continues. In 1880, he was chosen professor of equity jurisprudence, pleadings and practice in the Union College of Law,

of this city, which position he still holds. In politics, he was from the first an abolitionist, but he voted for the Free-soil candidates, and has always acted with the Republican party. He has, from his youth, been a member of the Congregational Church. His only living children are Granger Farwell and John William Farwell.

JOHN GORIN ROGERS, chief-justice of the Circuit Court of Cook County, is a marked illustration of the force of heredity, as, for two hundred years, both his paternal and his maternal ancestors have been prominent and often illustrious members of the learned professions. His father, George Rogers, who died in Glasgow, Ky., in March, 1860, was the leading physician in that part of the State. There, on the 28th of December, 1818, was born John G. Rogers. He received his preliminary education at Centre College, graduating from the law department of the Transylvania University, at Lexington, in 1841, as Bachelor of Laws. Immediately commencing the practice of his profession in his native town, he continued to labor successfully in that field for eighteen years. So great a love did he have for his chosen work that, although repeatedly urged to enter the province of politics, he steadfastly refused, only receiving those marks of public esteem which would temporarily distract his attention from the great world of legal action. During his early manhood he was a Whig, but after the Bell-Everett contest, in 1860, he identified himself with the Democratic party. In 1848, he was on the Taylor electoral ticket; in 1852, was chosen to the same position on the Scott ticket, and in 1856, was a member of the convention that nominated Fillmore for the presidency. Judge Rogers came to Chicago in December, 1857, and his career here has also been one of steady progress in the respect, confidence and admiration of the public. As a lawyer, he became famous for his knowledge of real estate law. Furthermore, he was an eloquent pleader and a keen debater, his remarkable memory furnishing him with a wealth of precedent and citation. In July, 1870, upon the adoption of the new Constitution, he was chosen an associate judge of the Circuit Court, his commission being dated August 11, 1871. He was again elected in 1873, in 1879, and in 1885, and has served as chief-justice of the Court since June, 1879. Judge Rogers is an Odd Fellow of high standing. In 1849, he joined Glasgow Lodge, No. 65, and on his removal to Chicago, connected himself with Excelsior Lodge, No. 22. After having represented that body in the Grand Lodge for several years, he was, in 1863, elected Grand Master of the State of Illinois, and in 1869 was chosen grand representative to the Grand Lodge of the United States, at Baltimore. In 1876, he was again called to the same high post of honor. During the great fire, Judge Rogers was treasurer of the Relief Committee appointed by the Odd Fellows, and disbursed some \$125,000 to the grief-stricken people of Chicago. The work of that body, during the calamity, did much to lift the whole city from its threatened depression, and all who served upon it are entitled to the lasting gratitude of its people. Judge Rogers has ever been an ardent supporter of the cause of temperance as distinguished from fanaticism, having been chosen Grand Worthy Patriarch of the Sons of Temperance while yet a resident of Kentucky. He was married on December 17, 1844, to Miss Belle Crenshaw, of Glasgow, Ky., a daughter of B. Mills Crenshaw, a former chief-justice of that State. They have four children, two boys and two girls.

HENRY BOOTH, one of the founders of the law department of the University of Chicago, and for nine years a judge of the Circuit Court of Cook County, was born in Roxbury, Litchfield Co., Conn., August 19, 1818. In 1836, he completed his studies at the Roxbury Academy preparatory to entering Yale College, graduating from the latter institution in 1840. After leaving college he took charge of the Wellsborough Academy, Penn., teaching one year, and then returned to his home to study law. He pursued his studies under Origen S. Seymour, at Litchfield, during the winter of 1841-42, but his health breaking down, he returned to the old farm-house to recuperate. Entering the law school at New Haven in the fall of 1842, he graduated two years thereafter, and was admitted to the Bar, at New Haven, in May, 1844. He removed to Harrisburg, Penn., but remained there only a few months, finally locating at Towanda, Bradford County, where he engaged in the practice of his profession for twelve years. During that period, he was prosecuting attorney for three years, and during the latter portion of his stay an earnest exponent of anti-slavery principles. In May, 1856, he accepted a professorship in the State and National law school at Poughkeepsie, N. Y., and removed to that city, where he remained until the fall of 1859. He then came to Chicago, upon invitation of its board of regents, to assist in the organization of a law department of the University of Chicago. In 1873, under the name of the Union College of Law, the Northwestern University was admitted to an equal interest with the parent institution, and the college was placed under the control of a joint board of management, composed of members from each University. At this time, Judge Booth was the dean of the faculty, and still holds that position. In 1880, he was elected treasurer of the joint board of management, and so continues. In 1870, under the new Constitu-

tion, he was chosen one of the judges of the Circuit Court of Cook County, and was re-elected in 1873 for a full term of six years. For the first two years of his residence in Chicago, Judge Booth paid no attention to the practice of his profession, giving his entire time to the law department, but in the spring of 1862, he formed a partnership with H. B. Hurd, in the practice of law, continuing with him over six years. Judge Booth was married, in October, 1846, to Miss Ellen Morris, daughter of Samuel W. Morris, of

Anna Booth

Wellsborough, Tioga Co., Penn. His three sons, Hervey W., Samuel M. and William M. are practicing lawyers and his three daughters, Anna M., Rachel M. and Lemira E. are unmarried and live at home. During his long residence in Chicago, Judge Booth has been actively engaged in the promotion of various institutions of public interest. He was one of the earliest members of the Chicago Christian Union, now known as the Chicago Athenaeum, of which he is a life-member, was for five or six years its president, and still is one of its board of management. He is a member of the board of management of the Washingtonian Home, and is chairman of its committee on loans and investments. He was one of the founders of the Philosophical Society of Chicago, has been its president during two successive years, and has furnished a paper for one of its meetings nearly every season since it was organized. As one of the founders of the Society for Ethical Culture, of this city, he was elected its first president, and has been re-elected to that office each succeeding year. He is also president of the Chicago Guaranty Fund Life Society, a life insurance association on the mutual assessment plan. Though now in his sixty-seventh year, Judge Booth shows no marked signs of waning strength, either mental or physical. He believes in work, and wishes to leave behind him some evidence that he has not lived in vain.

THE SUPERIOR COURT.

The name of the Cook County Court was changed, by act of the Legislature of 1849, to the Cook County Court of Common Pleas, and under this title continued until February, 1859. At that time, the Legislature again passed an amendatory act, a part of which is as follows:

An act to amend an act entitled, "An act to establish the Cook County Court," approved February 21, A.D. 1845, and for other purposes.

Section 1. Be it enacted, etc., that the court known as the Cook County Court of Common Pleas is hereby continued with all its powers, jurisdictions and authority, and with the additional jurisdiction conferred by this act. It shall be composed of three justices, and shall be hereafter known as the Superior Court of Chicago. The present judge of said Cook County Court of Common Pleas shall, during the time for which he has been elected, be one of the judges of said court.

Section 2. On the first Tuesday of April, 1859, an election shall be held for two judges of said Superior Court. The person having the greatest number of votes shall hold his office for six years, and the person having the next highest number shall hold for four years, and on the first Tuesday of April, 1861, and every two years thereafter, there shall be elected one judge of said court, who shall hold his office for six years.

Section 3 provided for the election, at the same time, of two additional clerks, to be styled deputy clerks. At the time of the passage of this act, John M. Wilson was the judge of the Court of Common Pleas, to which position he had been first elected in April, 1853, and again re-elected in 1857.

JOHN M. WILSON was born on the 12th of November, 1802, at Hillsborough, N. H. He was the son of James Wilson and Mary (McNeil) Wilson. In his fourteenth year, young Wilson attended an academy to prepare for Dartmouth College, where he was entered in 1817, but ill health compelled him to relinquish his studies while yet in the freshman year. The next year he entered Bowdoin College as a sophomore, but again failing health obliged him to abandon all hope of taking a classical course, and he returned to his home. A few years employed in mercantile pursuits so far restored his health that he was able to resume his studies,

and he entered upon the study of law, which he pursued for several years, taking a course at the law department of Yale College, and in 1831, he was admitted to the Bar. He began practice at Lowell, Mass., but, attracted by the field offered to young men at that day in the West, he removed, in 1835, to Joliet, Ill. There he remained until 1847, during which time he gained the leadership of the Bar. He removed to Chicago, where he formed a co-partnership with Norman B. Judd, and at once engaged in an extensive and lucrative practice. The partnership lasted until his election to the Bench. Judge Wilson was re-elected judge of the Superior Court of Chicago in 1861, and served until 1867, when his judicial career terminated. Though often solicited to become a candidate for election to the Supreme Bench of the State, he uniformly declined. As a judge he stands foremost among all those who have adorned the Bench in Chicago. His opinions were, in a number of cases, adopted by the Supreme Court as its own. Added to a wide reading in jurisprudence, he had an active mind, which enabled him always to have complete command of all his faculties, and which gave him mastery over every question presented. In his later years, he was somewhat slow in the dispatch of business, a fault shared by many another able judge. The great fire completely ruined his fortune, and his declining years were passed in narrow circumstances. In 1878, he accepted an appointment as Justice of the Peace for the North Division of Chicago. Finally, in the fullness of years, beloved and honored by many friends, he passed away December 7, 1883. He was married in 1838 to Miss Martha A. Appleton, of Lowell, Mass. One son and one daughter survive this union.

In pursuance of the law of February, 1859, above referred to, Grant Goodrich and VanHollis Higgins were elected judges of the Superior Court as associates with Judge Wilson, the former to serve for four years, and the latter for six years.

VAN HOLLIS HIGGINS, one of the oldest and most respected lawyers in Chicago, was born in Genesee Co., N. Y., February 20, 1821. Coming to this city in 1837, he was admitted to the Bar of Iroquois County six years thereafter, and then commenced the practice of his profession. Remaining there two years, he removed to Galena, where he formed a partnership with Judge O. C. Pratt, which continued until 1849. For two years Judge Higgins was city attorney of Galena. Returning to Chicago in the autumn of 1852, he opened an office and practiced alone for some time, forming a partnership in 1853 with Corydon Beckwith and B. F. Strother, under the firm name of Higgins, Beckwith & Strother. In 1858 he was sent to the Legislature, and the next year was elected judge of the Superior Court, which position he held a little more than six years. In the autumn of 1865, he resigned the judgeship, and at the same time formed a connection with Leonard Swett and Colonel David Quigg, under the firm name of Higgins, Swett & Quigg, which continued until the fall of 1872, when Judge Higgins was elected to the presidency of the Babcock Manufacturing Company. On January 1, 1876, he retired from the active management of that company to accept the financial agency of the Charter Oak Life Insurance Company for the Western States. In 1880, Judge Higgins was elected to the presidency of the National Life Insurance Company of the United States; and the affairs of that corporation and the management of Rosehill Cemetery, of which he is the principal proprietor, have since fully occupied his time. It will be seen from the bare statement of the foregoing facts that his entire career has been marked by unusual energy and ability. During the War he was one of the most prominent of those patriotic citizens who, by their brains, money and untiring zeal, contributed largely to the success of the Union arms. As a member of the Union Defense Committee, he cheerfully shouldered his share of the burden, and did much to establish Chicago's reputation for patriotism. Among the other institutions of this city whose usefulness is widespread is the Chicago Historical Society, of which Judge Higgins was one of the incorporators. He is a member of Oriental Lodge, No. 33, A. F. & A. M.; Apollo Commandery, No. 1, K. T.; and Oriental Consistory 32^d, S. P. R. S. In 1847, he was married to Mrs. E. S. Alexander, of Jacksonville, Ill., who died in 1882.

JOSEPH E. GARY, the successor of Judge Goodrich, was born at Potsdam, N. Y., July 9, 1821, the son of Eli B. and Frances O. (Easton) Gary. After receiving a common school and academic education, he removed, in 1843, to St. Louis, and was admitted to the Bar in 1844. The same year he opened an office in Springfield, Mo., and commenced the practice of law. In 1849 he settled in Las Vegas, N. M., where he mastered the Spanish language. He removed to San Francisco, where he practiced his profession until 1856, when he settled in Chicago. Here he engaged in business first with Murry F. Tuley for two years, and then with E. and A. Van Buren, for the next three. In November, 1863, he was chosen judge of the Superior Court of Chicago, and has been re-elected for

three successive terms. Judge Gary is noted for the rapidity of his decisions and for his great dispatch of business, evidently holding with Emerson that it is more important to the public that cases should be decided, than that they should always be decided correctly. A nisi prius judge, who delays the great column of suitors while he is trying to decide every case exactly right and beyond cavil, is not a good judge, nor well fitted for his position, and is apt to do more harm than good. Business must go forward, or the courts will get immediately clogged. That Judge Gary has given satisfaction to the Bar and to the public in his methods of business, is abundantly manifested by his repeated re-elections. Of unvarying good temper, he will not listen either to prosy or flowery advocates, and clips the wings of young orators remorselessly. He has a very incisive way of getting at the gist of the issue to be decided; and he permits no wandering, but holds the older as well as the younger members of the Bar strictly to the point in question. In his court room good humor abounds, for he loves a keen encounter of wit, and is himself a most incorrigible punster. He is a favorite with the juniors of the Bar for he will listen as patiently to one of them, if he talks to the point, as he will to the most learned of the seniors; nor are the most eminent advocates secure from being halted, if they attempt to soar into latitudes not belonging to the case.

JOHN ALEXANDER JAMESON, for eighteen years a judge of the Superior Court of the city and county, is a native of Irasburg, Vt., where he was born January 25, 1824. His father, Thomas Jameson, was sheriff of his native county for many years, and a member of the State Constitutional Convention. His mother's maiden name was Martha Gilchrist. Judge Jameson fitted for college at Brownington, Orleans County, and in 1842, entered the University of Vermont, at Burlington, graduating from that institution four years thereafter. Subsequently, his alma mater conferred upon him the degree of LL.D. After graduating in 1846, he taught school four years, at the Academy in Stanstead, Canada, and for two years was a tutor in the University of Vermont, studying his profession during all his spare moments. He first entered the office of Governor Underwood, at Burlington, attended the Dane Law School at Cambridge, in 1852, and, in November, 1853, was admitted to the Bar. He came at once to Chicago, but, after investigating the field, decided upon Freeport as the proper place in which to locate, and from 1854 until 1856 practiced in that city. Returning to Chicago, he entered into a partnership with Paul Cornell and Perkins Bass, under the firm name of Cornell, Jameson & Bass. This continued for one year, when Mr. Bass retired, and Charles B. Waite was admitted to the firm, business being continued under the firm name of Cornell, Waite & Jameson. In 1860, Mr. Waite retiring, Homer N. Hibbard, now United States register in bankruptcy, was admitted to the firm, which was then styled Cornell, Jameson & Hibbard; and in 1862, Mr. Cornell retired. The well-known law firm of Jameson & Hibbard was continued until 1865, when the former was elected judge of the Superior Court of the City of Chicago. This position, and, under the Constitution of 1870, the judgeship of the Superior Court of Cook County, he held until December 3, 1883. Soon after retiring from the Bench he formed the partnership of Jameson, Marston & Augur, which has already established a position among the strong law firms of the city. His length of service as judge speaks for itself. Judge Jameson has made a record for himself outside the practice of his profession, having, in 1866, published a work on the Constitutional Convention, as a political institution in the United States; its history, powers, and modes of proceeding, which ran through three editions. He was also, for many years, an assistant editor and part proprietor of the American Law Register, of Philadelphia; and is at present a member of the Chicago Literary Club, which he assisted in forming. Judge Jameson was married in October, 1855, to Miss Eliza Denison, of Royalton, Vt. Some two years later he removed to Hyde Park with his wife, where he built one of the first houses in that section of the county. Here his younger children, John A. Jr. and Rebecca, were born.

WILLIAM A. PORTER was born in 1825, in Philadelphia, where the first few years of his life were passed. When he was ten years of age his parents removed to New York, where he received his education. At nineteen years of age he went to study law with his uncle, Judge Hogeboom of Albany, and in 1846, was admitted to the Bar. When twenty-seven years of age, he was elected attorney-general of the State of New York. In 1856, he settled in Chicago, where his recognized ability soon brought him a successful practice. In 1861, he married Miss Abigail Boise, of Northampton, Mass., an estimable lady, who died in 1871, leaving one daughter. In 1867, Mr. Porter was elected judge of the Superior Court, to succeed Judge Wilson. He gave great satisfaction to the Bar, and at the close of his term was nominated for re-election. But it was not to be. On the morning of October 27, 1873, he was found dead, alone in his room. He had died suddenly, shortly after partaking of his breakfast. Judge Porter

belonged to an intellectual family. His brother, Professor John A. Porter, of Yale College, was long distinguished for his ability and erudition. Judge Porter had a fine personal presence, which gave dignity and grace to his appearance on the Bench. He was a member of the Third Presbyterian Church of Chicago, an earnest Christian, an exemplary citizen, and a laborious and conscientious judge.

The Constitution of 1870 changed the name of the Superior Court of Chicago to that of the Superior Court of Cook County, and made the following changes in the Recorder's Court:

Section 26, Article VI. "The Recorder's Court of the City of Chicago shall be continued, and shall be called 'The Criminal Court of Cook County.' It shall have the jurisdiction of a circuit court in all cases of criminal and quasi-criminal nature, arising in the county of Cook, or that may be brought before said Court pursuant to law. * * It shall have no jurisdiction in civil cases. * * The terms of said Criminal Court shall be held by one or more judges of the Circuit or Superior Court of Cook County, as nearly as may be in alternation, as may be determined by said judges or provided by law. Said judges shall be, ex-officio, judges of said Court."

RECORDER'S COURT.

Robert S. Wilson was the first judge of this court, elected in 1853 and re-elected in 1858, serving until the spring of 1863, the close of his second term.

ROBERT S. WILSON was born at Montrose, Penn., November 6, 1812, but when still young his parents removed to Allegany County, New York. Until the age of fifteen, Robert lived on his father's farm and attended the district schools. He then entered the printing-office of his brother, who was publishing a paper at Angelica, a town in Allegany County. There he remained for three years, when he commenced the study of law. At the age of twenty-one he was admitted to the Bar, and practiced his profession in Allegany County until 1836, when he removed to Ann Arbor, Mich., where he resided until 1850, holding a number of public stations, being justice of the peace, probate judge, and a member of the State Senate. He was also a delegate to the Democratic Convention at Baltimore, in 1844, which nominated James K. Polk for the presidency. In 1850, he removed to Chicago and engaged in the practice of law, and in 1853, was elected judge of the Recorder's Court. As a judge, he was a shield to the innocent, but a terror to the guilty, and his administration gave great satisfaction to the public. When he first came to the office, crime had become rampant and criminals almost defiant, but he soon overawed them and vindicated the law. It was necessary for the peace and safety of the city that a severe judge should be on this Bench, and Judge Wilson fully met the requirement. In his two terms he sent about one thousand criminals to the penitentiary, and it is said that but three of his judgments were ever reversed by the Supreme Court. Upon leaving the Bench, Judge Wilson resumed the practice of his profession, which he continued with more or less attention until 1882, when he retired and moved to Michigan. He died in February, 1883.

Judge Wilson was succeeded by Evert Van Buren, who served one term.

EVERT VAN BUREN, deceased, was one of the leaders of the Bar, both of New York and Illinois. He was born in Kinderhook, Columbia Co., N. Y., on November 3, 1803. After receiving an academic education, he read law in the office of J. & A. Vanderpoel in his native town, and in 1827 was admitted to the Bar. Locating in Penn Yan, Yates County, his practice rapidly increased, and in 1836 he went to Buffalo. From the first his success was marked in that city, but in answer to the earnest request of his friends he returned to Penn Yan in 1840, and resumed his practice. In 1833, he represented his congressional district in the National Anti-Masonic Convention, and was appointed a member of the committee on resolutions. During 1836 and 1840, he supported Martin Van Buren for the presidency, and as a rule voted the Democratic ticket. In 1856, he removed to Chicago. In April, 1862, he was elected judge of the Recorder's Court, and both as a member of the Bench and Bar maintained the well-deserved reputation which he brought with him from the Empire State. His death occurred February 12, 1885, and of his children the following are alive: James, in the real estate business, and Augustus, the lawyer, both residents of Chicago; Barrent and Fred, of Rantoul, Ill., and Evert, of Hooper, Neb. The members of the Bar Association passed appropriate

resolutions upon the death of Judge Van Buren, and Judge Rogers reported the following brief and just memorial: "In the death of Judge Van Buren the community has lost an honored citizen, and the Chicago Bar an eminent lawyer. He was an earnest worker and a skilled practitioner. His client's cause was his own, and in its advocacy he concentrated all of his energies with admirable devotion and marked success. He was a strong advocate, a safe counselor, and an upright judge. For half a century he battled ably and manfully in the first rank of his profession, undismayed by the infirmities of age or the burdens of labor, and in peace he ended his honorable career amid the sweet remembrances of a well-spent life."

WILLIAM K. McALLISTER has been a resident of Chicago for over thirty years, having won a name not only as a judge of unimpeachable character, but as a profound scholar and a lover and patron of all the fine arts. His advancement to his present office has been merely the result of his eminent appropriateness for the position. In public and private life his urbanity and rectitude have ever retained him the host of friends who, for over a quarter of a century, have delighted to honor and admire him. Judge McAllister was born in Salem, Washington Co., N. Y., in 1818. Until he was eighteen years of age he worked upon his father's farm, then entered college, and in 1839, under a private tutor, commenced the study of law. He completed his education in Wayne and Yates counties, and subsequently removed to Albion, where, for ten years, he practiced his profession, and speedily was placed in the front rank of the leading lawyers of the State. He removed to Chicago in 1854, engaging with the same decided success in the practice of law in this city. Thus he continued for a period of fourteen years, until, in 1868, he was elevated to the judgeship of the Recorder's Court. Under the Constitution of 1870, Cook County was formed into a judicial circuit, over which five judges were to preside for a term of six years. Judge McAllister was to be one of the five, by virtue of his position as recorder, but in the meantime was elected to the Supreme Bench of State. This position he held until 1875, when he resigned to accept an election to the Circuit Bench of Cook County, succeeding Judge Lambert Tree. He was re-elected in 1879 and in 1885, the last time without opposition. Upon the constituting of the Appellate Court, he was appointed by the Supreme Court to serve as one of the appellate judges, and has filled that position since 1880.

THE COUNTY COURT.

WILLIAM T. BARRON was elected County Judge in November, 1857, and served four years. He was born in Windsor County, Vermont, in 1824. He received a liberal education and adopted the profession of law. Soon after his admission to practice, he became State's attorney for his native county, in which position he gained the esteem and respect of all who knew him. In 1852, he removed to Chicago, where he soon rose to an honorable position at the Bar, and when he became judge of the County Court he had the entire confidence of the Bar, maintaining the reputation of an intelligent, just and honorable judge. He resided at Kenwood, and was suddenly killed in a railroad collision, while the suburban train was standing or just starting from the station of Kenwood. He was the only person on the train instantly killed, his head having been completely severed from his body. Judge Barron was unmarried.

The successor to Judge Barron was James B. Bradwell, long and favorably known at the Chicago Bar, who served two terms.

JAMES B. BRADWELL was born in Loughborough, Leicestershire, England, April 6, 1828, the son of Thomas and Elizabeth Bradwell. His parents came to this country in 1829, and settled at Utica, N. Y., remaining there until 1833, when the family moved to Jacksonville, where they resided nearly a year. Then they removed to Cook County, to what is now known as Old Wheeling. James B. Bradwell received his primary and grammar school education in Wheeling and Chicago, completing it in the sophomore year at Knox College. In his early manhood he chose the profession of law, and while at school he practiced in the justice courts of Cook County and Calverton. On May 8, 1852, he was married to Miss Myra Colby, of Shamburg, Ill., founder and editor of the Chicago Legal News, and soon after went to Memphis, Tenn., where he remained and taught school for a year. During this year he was admitted to the Memphis Bar. Returning to Chicago, he opened a law office, in 1853, and soon had a good practice. In 1854, he was elected circuit judge for four years, and was re-elected by a very large majority, at the expiration of his term, to serve another four years. He was for years regarded by the profession as the ablest private lawyer in the country. In 1872, at the earnest solicitation of his friends, he became a candidate on the

Republican ticket, for a seat in the lower house of the Legislature of the State of Illinois, and was elected. In 1874, he was re-elected to the Legislature, where he became identified with many important acts of that body, especially those that were beneficial and opened a larger field of usefulness to women. Among these were the acts making women eligible to election for all school offices in the State, and allowing them to become notaries-public; these he drew up and introduced. He introduced a bill allowing foreign corporations to loan money on real estate security in this State, and also a bill incorporating the fire patrol of this city, taking an active and prominent part in both sessions of the Legislature. His head, heart and hand are always ready to do some kindly deed for the benefit of mankind.

In 1869, Martin R. M. Wallace was elected successor to Judge Bradwell.

MISCELLANEA.

LINCOLN'S LAST CASE.—The last case that Mr. Lincoln ever tried was the case of Jones vs. Johnson, in April and May, 1860, in the United States Circuit Court at Chicago, before Judge Drummond. The case involved the title to land of very great value, the accretion on the shore of Lake Michigan. During the trial, Judge Drummond and all the counsel on both sides, including Mr. Lincoln, dined together at the house of Hon. Isaac N. Arnold. At the conclusion of the dinner the toast was proposed "May Illinois furnish the next President of the United States," and it was drank with enthusiasm by the friends of both Lincoln and Douglas.

THE ROCK ISLAND BRIDGE AND THE BISSELL CASE.—The bridge at Rock Island was the first railroad bridge ever built across the Mississippi, and was the cause of a great deal of dissatisfaction on the part of the river men and steamboat owners. Suits were brought, to have it abated as a nuisance, in the United States Courts. In the month of May, 1857, the steamer "Effie Afton" collided with the draw-pier, caught fire and was burned to the water's edge. The owners of the boat libelled the bridge in the United States District Court at Chicago. The cases were tried before judges McLean and Drummond, and in all the suits the river men were defeated. In 1860, an attempt to burn the bridge was discovered, and some suspicious characters being arrested, they declared that a conspiracy to burn the bridge had been formed at St. Louis, and that a well-known civil engineer, named Josiah W. Bissell, was the prime mover in it, having been employed by the St. Louis Chamber of Commerce for that purpose. Mr. Bissell was arrested at Chicago in August, 1860, at the instance of John F. Tracy, at that time superintendent of the Rock Island Railroad. He was not immediately taken before any court, but was kept in a private room, and subjected to considerable indignity. He was finally indicted in the Recorder's Court, and gave bail for his appearance. One trial was had, which resulted in a disagreement of the jury. Finally, in February, 1864, the case was dismissed. Meantime Mr. Bissell got service on John F. Tracy at Rochester, N. Y., and sued him there for false imprisonment, and obtained a verdict of \$2,000 against him. Colonel Bissell served with distinction in the civil war as a colonel of engineers in the West, and was prominent in the capture of Island No. 10, in the Mississippi, April 7, 1862.

FIRST DECISION OF THE LEGAL TENDER QUESTION.—On the 11th of July, 1863, C. B. Farwell tendered to the county treasurer (Michael Keeley) gold to the amount of \$150 in payment of his State taxes, and treasury notes, to the value of \$210, for county and town taxes. The treasurer declined to receive the

latter, and brought an action in the county court to recover the amount due. Hon. Joseph Knox, State's attorney, appeared on behalf of the treasurer, and, in asking for judgment, stated that his opinion of the law was that the United States treasury notes were a legal tender for county and town taxes. He did not think they could be used in payment of State taxes, because the law of the State stipulated that State taxes should be paid in gold. The court (Judge Bradwell) decided that the tender was good.

GOVERNMENT LICENSES.—In 1862, the General Government passed a law requiring attorneys to take out a license to practice, costing \$10. At the opening of the October term of the United States Circuit Court in 1862, Judge Drummond intimated that although the court could not attempt to see the law enforced unless a question should be raised which would bring it properly before the court, yet, in the event of such a question being raised, he should be compelled to decide that, in the absence of the required Government license, the party was not a practicing attorney.

THE STAMP ACT.—By the revenue law of 1862, stamps were required to be affixed to any writ or other original process by which any suit is commenced in any court of record, either law or equity. In February, 1864, a motion was made before Judge Drummond, to dismiss an action because no stamp had been affixed to the declaration. Judge Drummond held that the declaration was a process within the meaning of the act, and no stamp having been affixed to it, it was afterward too late to do so, and the action must be dismissed.

THE CITY CEMETERY CASE.—In 1850, the city purchased from the administrator of Millman between twelve and thirteen acres adjoining the old cemetery on the North Side, to be incorporated in the cemetery. It was laid out into appropriate lots, a large number were sold, and many interments made there. In 1865, a short time before that, the heirs of Millman discovered that the sale by the administrator was irregular and legally void. An action was accordingly brought against the city, and, after some litigation and an appeal to the Supreme Court, the heirs won. The city, in 1850, had paid \$2,500 for the land, and in 1865 it was valued at \$90,000, for which sum the heirs agreed to settle with the city. After considerable negotiation and a number of meetings of the lot-owners, it was deemed advisable to surrender the land and remove the bodies already buried, inasmuch as it was probable they would have to be removed eventually.

BAR DINNER.—The first annual dinner of the Chicago Bar was given at the Tremont House, under the auspices of the Law Institute, January 21, 1863. William H. King, president of the Institute, presided. All the judges of the various courts and one hundred and fifty members of the Bar were present, and participated. Toasts were responded to by W. H. King, Judge John M. Wilson, Judge Drummond, Joseph Knox and John Young Scammon.

It was intended that these dinners should be held annually, but after the second one, which occurred at the Briggs House, February 8, 1864, it was a number of years before another one took place.

AN EFFECTIVE BUT WRONG APPLICATION OF THE STATUTES.—In the case of *Rigney vs. Rawson*, tried in the Superior Court some time in November, 1861, Judge Walter B. Scates appeared for the plaintiff and George Herbert for the defendant. Much hard feeling had been engendered in the cause, and Mr. Herbert, in his opening to the jury, charged the opposing counsel

with falsehood and with purloining important papers from the files. Judge Scates jumped up, and said, "You rascal, do you make such a charge against me?" and, seizing a volume of Scates's Statutes, applied it, *vi et armis*, to the back of his opponent's head. Mr. Herbert, stunned by this singular mode of applying the laws of the State, sank down fainting, while the presiding judge promptly fined Judge Scates \$100 for contempt of court, which he immediately paid. Mr. Herbert brought an action for assault against Judge Scates, laying his damages at \$35,000, alleging that his life had been endangered and his health permanently injured. The case was postponed from time to time, but finally was tried in April, 1867, occupying nearly a week. The jury awarded \$1,000 damages.

CASE EXTRAORDINARY.—The well-known character of the participants will justify our reproduction of the following extraordinary case: A remarkable trial took place before Justice DeWolf on February 18, 1863, which attracted a large number of interested spectators, including bankers, railroad-men, hotel-keepers and operators generally. The plaintiff was Frank Parmelee, the well-known omnibus proprietor, and the defendant was Dick Somers, the jolly and rubicund proprietor of the City Hotel. The suit was based upon a promissory note, which read as follows:

'CHICAGO, Dec. 8, 1862.

"Sixty days after date, I promise to pay, for value received, to J. H. McVicker, one dollar, with ten per cent. interest per month.

"R. SOMERS."

Mr. McVicker's account at the Western Marine and Fire Insurance Company's Bank being somewhat short, he deposited this note to his credit. It was afterward sold by the bank, for its face, to Mr. Parmelee, the plaintiff. Not being paid at maturity, suit was brought to recover; McAllister, Jewett & Jackson appearing for the plaintiff, and D. D. Driscoll and George W. Thompson for the defendant. The defense was that the note was given under duress. The following was the principal testimony:

FRANKLIN PARMELEE: "I am between eighteen and forty years of age; know the nature of an oath; am plaintiff in this suit; my name is Franklin, and I was named after that Franklin who ate one roll and carried the other under his arm as he walked through the streets of Philadelphia some years ago. I live on the Avenue, forty rods from the 'Patch.' I am sorry to acknowledge that I know the defendant, Somers. He is clever enough, but he won't pay what he owes; I have had a world of trouble with him. I bought the note in suit for one dollar cash; was afraid to dun Somers for it for fear he would kick me. [Somers here shook his fist at the witness.] Somers declared to me that he would never pay it, as it had been obtained by working on his fears. The note was given to McVicker, who deposited it with the Western Marine and Fire Insurance Company, and I bought it of them and paid in greenbacks; did not borrow the money to pay for it. I do not fight myself, but have a fighting partner, whose name is Isaac Anderson. I know McVicker. He runs a theater down below Canterbury Hall. It is first-class, and more too. Think Somers keeps a good hotel, and know he sets a good free lunch. His reputation is that of a brick."

J. H. McVICKER's testimony: "I do not keep a theater, the theater keeps me. Have lived in Chicago upward of several years, off and on; can't say which the most. Sorry to say I do know Dick Somers. Think he would be pugnacious if he was mad. Somers gave me the note in suit for money borrowed of me to give a widow as charity. I would not advance the money until he gave me the note. Don't know whether the widow ever got the money or not. Somers seemed excited when he signed the note, and afterward went out of the box-office using what I thought was profane language. My bank account was short, and I gave the note to Waite, who passed it to my credit. I know D. A. Gage, J. S. Newhouse, Isaac Anderson, Matthew Laflin and Phil Hoyne. They are all 'dead-heads' at my theater. Newhouse and Hoyne were present on the night when the note was signed."

PHIL A. HOYNE's testimony: "Think the note was signed under duress. Somers had no friend with him at the time. He

was all alone. It was between eight and twelve o'clock in the evening, at the box-office of the theater. Can't say whether it was fear or a desire to help the widow which induced him to be so liberal. Don't know whether the widow ever got the dollar or not. Am quite sure there was a widow in the case somewhere. J. S. Newhouse gave a dollar for the widow, and I gave fifty cents."

When the testimony was closed, counsel proceeded to sum up the case to the jury. The defense relied upon five points: 1st, the note was not negotiated. 2d, there was an alteration and erasure on it. 3d, it was obtained under duress. 4th, usury. 5th, a conspiracy to extort money.

Mr. Driscoll graphically described the condition of the defendant Somers, as he found himself, without friends, in the lonely box-office of the theater, on a dark night in December. Who would not, he said, have signed the note under similar circumstances? The case was given to the jury, who returned a verdict for the defendant, plaintiff to pay the costs.

AN ABSCONDING SHERIFF.—On December 15, 1869, Gustav Fischer, sheriff of Cook County, absconded, leaving a family and a large number of creditors to mourn for him. Some legal complications were the result. The coroner, Benjamin L. Cleaves, claimed the vacant office, by virtue of the statute, and so did the chief deputy-sheriff, Timothy Bradley. Judge Williams of the Circuit Court, in a very elaborate opinion, held that the office was not vacant within the meaning of the statute, and that Cleaves was not entitled to the succession, while Judge McAllister, in an equally elaborate opinion, held that the office was vacant, and accordingly recognized Cleaves. The Superior Court agreed with McAllister, and as, in the meantime, Mr. Cleaves obtained actual possession of the sheriff's office, he became acting sheriff for the unexpired term.

CHICAGO LAW INSTITUTE.

THE CHICAGO LAW INSTITUTE was organized under a charter granted by the General Assembly of the State of Illinois, on February 18, 1857; amended by acts of February 14, 1863, and February 23, 1867. At the time of the fire this was the only organization of lawyers which had been in existence since 1858. It was chartered and organized mainly for the purpose of collecting a law library, which object was steadily pursued from the first, so that by October 8, 1871, it had acquired seven thousand volumes of law books, valued at about \$30,000. The library was the property of the shareholders, and freely used by them, and also by all judges and lawyers living outside of Cook County. It had always been kept in rooms in the court-house, furnished by the county of Cook, and was in charge of a librarian and assistant. It was insured for \$20,000 at the time of the fire, and had \$1,318 in the hands of the treasurer. All the books, records, vouchers and papers of the Law Institute were destroyed, thus losing nearly everything but its name and legal organization.

At the annual meeting, on November 6, 1871, the members voted to collect an assessment of \$25 on each share of stock, and to sell new shares on the original terms, in order to collect a fund for the establishment of another library. The city provided two rooms for the use of the Institute and library, receiving generous and valuable donations of money and books. The first gift was a draft for \$500 sent by Hon. Joel Parker, of Cambridge. Julius Rosenthal was at that time librarian.

UNION COLLEGE OF LAW.

This institution was originally organized in September, 1859, as the Law Department of the University of Chicago. It was indebted to the liberality of the late Hon. Thomas Hoyne, who took a deep interest in the subject of legal education, and contributed \$5,000 toward the endowment of a law professorship. The school opened with an attendance of twelve students, occupying a room in the fourth story of the building known as the Larmon Block, on the northeast corner of Clark and Washington streets. The present dean of the law faculty, Hon. Henry Booth, was elected to the professorship, and during the first year was assisted by the late Hon. John M. Wilson and Hon. Grant Goodrich—the last two gentlemen then occupying places on the bench of the Superior Court, and devoting to the school only such time as they could spare from their judicial duties. During the succeeding ten years, until the fall of 1870, the chief burden of conducting the school devolved upon Professor Booth, assisted to some extent by Hon. H. B. Hurd, but much of the time without any assistance.

After the election of Professor Booth to the Bench of the Circuit Court of Cook County, in 1870, Van-Buren Denslow, Colonel R. Biddle Roberts, Mr. Wilder and John A. Hunter (the latter an alumnus of the school, and a lawyer of fine attainments), whose rising fame was obscured by his early death, were, at different times and for short intervals, associated in the direction of the school, until the close of the collegiate year, June, 1873.

At that time, the Northwestern University having expressed its desire to engraft a law department on its foundation, an arrangement, altogether novel in its character, was entered into between the two universities, whereby the Northwestern was admitted to a joint and equal interest with the University of Chicago in the Law School, which thereupon assumed its present appropriate name of Union College of Law. Under this plan, each institution appoints three members from its board of trustees, to whom is added its president, and the eight gentlemen thus chosen compose a joint board of management for the election of professors and the decision of all questions affecting the interests of the Law College. Each University publishes the Union College of Law, its faculty, students, rules, curriculum, etc., in its catalogue and circulars, as its law department, and the affairs of the institution, under this plan, are conducted with the utmost harmony.

The joint board, at present, is composed of the following gentlemen: On behalf of the University of Chicago, Galusha Anderson, D.D., LL.D., president; Hon. J. Y. Scammon, LL.D., Ferd. W. Peck, A.M., LL.B., and Frederick A. Smith, A.M., LL.B. On behalf of the Northwestern University, Joseph Cummings, D.D., LL.D., president; Oliver H. Horton, LL.B., Henry A. Towle and James Frake, A.M., LL.B. The diplomas, admitting to the Bar of the State, by rule of the Supreme Court, are awarded by the board of trustees, and bear the seal and signatures of the president and secretary of each of these universities. This arrangement is believed to be altogether unique and unparalleled in the history of educational institutions.

A graded course of study is offered in this college, requiring two collegiate years, of thirty-six weeks each, for its completion. The instruction is thorough and comprehensive, scientific and practical, designed to fit the student for the Bar as far as possible within the time allotted. Students are admitted free of charge to

the fine library of the Law Institute, which contains over seventeen thousand volumes.

The Union College of Law has no endowment or outside support whatever—the gift of Mr. Hoyne, already referred to, being lost in the financial embarrassments of the parent university. The faculty receive no compensation for their services, except what remains of the tuition fees paid by students after defraying the cost of room rent and other necessary expenses. If this fact has the effect of stimulating the professors to greater zeal and fidelity in the discharge of their duties, the school enjoys that benefit in full. Meanwhile, all parties interested have the satisfaction of feeling that the institution is self-supporting, and at the same time is doing the State some service.

The following gentlemen compose the faculty at the present time (1885): Hon. Henry Booth, LL.D., dean, who has been connected with the school constantly since its organization in 1859; Hon. Harvey B. Hurd, who has taught, with some intermissions, since 1863; Hon. Marshall D. Ewell, LL.D., Hon. William W. Farwell, and Hon. Nathan S. Davis, M.D., LL.D. The average attendance in both classes during several years past, has been from one hundred to one hundred and forty. The members of the faculty are gratified by the fact that the attendance has continued to increase, notwithstanding the standard of attainment required from the students has been steadily advanced.

STATE'S ATTORNEYS.

CARLOS HAVEN was born in Chautauqua County, New York, August 29, 1823. When a lad, his parents removed to Will County, Illinois, and pursued the occupation of farming. He was brought up to labor, but enjoyed ample facilities for his education, which he completed at Knox College, Galesburg, graduating in his nineteenth year. Immediately after completing his college course, he came to Chicago, where he commenced the study of law with James H. Collins. After his admission to the Bar, he entered upon practice, and was soon in the possession of a lucrative business. In 1849, he made an overland expedition to California, then in the excitement of the gold discovery. He returned to Chicago the next year, having obtained a very handsome return for the time spent in the gold region. He resumed the practice, and in 1856 was elected State's attorney, and in 1860 was re-elected. As a lawyer, he was possessed of strong common sense and great tenacity of purpose. His moral perceptions were acute, and he was distinguished for his conscientiousness. He was by nature deliberate and not easily roused to excitement, but when he was thoroughly stirred his eloquence became almost irresistible. In his practice he never allowed himself to defend a wrong, nor would he espouse a cause that did not seem entirely just. As a State's attorney, he became the terror of criminals, and he was esteemed the most successful prosecuting officer that had hitherto filled that position. As a man, he had no enemies, was of genial and sunny disposition, of frank and cordial manners and of fine social qualities. He was a prominent and useful member of Plymouth Congregational Church, and illustrated his Christian profession in his daily walk and conversation. He died of typhoid fever on the 3d of May, 1862, after an illness of a week. A large meeting of the Bar was held, and appropriate resolutions adopted. He was buried at his old home in Will County.

JOSEPH KNOX, who occupied the position of State's attorney for Cook County from May, 1862, until December, 1864, was born in Blanford, Mass., in 1805. He was bred to the law, and admitted to practice in 1828. After practicing some years in his native State, he removed to Illinois and settled at Rock Island, then called Stephenson. There he became associated with Hon. John Wilson Drury, and engaged in an extensive practice in that part of Illinois embraced in the Rock Island Circuit, and in Iowa. In almost all the great criminal cases of the time he was engaged on one side or the other. He prosecuted and convicted the murderers of Colonel Davenport, at Rock Island, in 1845; he successfully defended Captain Irish, of Iowa City, with a number of others, was charged with the murder of Boyd Wilkinson, at Iowa City in 1857; prosecuted, at Chicago, Hopps for the murder of his wife, in 1863, a noted case of the time, in which, at the first trial, he secured a conviction, in spite of the strong testimony supporting the insanity of the defendant. A second trial was afterward had,

in which the defendant was acquitted on the ground of insanity. As a criminal lawyer, and as an advocate before a jury, he had few, if any equals, and no superior, at the Bar of Illinois. In 1860, he removed to Chicago, and was associated in business with Charles H. Reed. On the death of Carlos Havens, Governor Yates appointed him State's attorney, and he filled out the unexpired term of his predecessor. On leaving the State's attorney's office, Mr. Knox resumed general practice, in which he continued for a number of years.

CHARLES H. REED, the next incumbent of the State's attorney's office, was born in Wyoming County, New York, October 27, 1834. His early life was passed on a farm and in attending the district school. Afterward, he spent some time at an academy in Western New York, and subsequently at the Hopkins Grammar School, in New Haven, Conn. In 1857, he commenced the study of law, first in Erie County, New York, and afterward at Kewanee, Ill. There he was admitted to the Bar, and in 1859, he removed to Rock Island, where he formed a partnership with Joseph Knox. In 1860, the firm removed to Chicago, and when Mr. Knox was appointed to the office of State's attorney, Mr. Reed became his assistant. In 1864, he was elected State's attorney and was re-elected two successive terms, holding the position for twelve years. He was a very able and successful prosecutor, bringing to the discharge of his duties abundant learning and great energy and industry. After his retirement from office, he resumed the practice of his profession at Chicago. In 1879, he was a candidate on the Republican ticket for circuit judge, but was defeated. In the winter of 1882, he was associated in the defense of the assassin, Charles Guiteau, at Washington, and since that time has practiced in Washington and New York. Mr. Reed was married, in 1861, to a daughter of J. J. Beardsley a well-known lawyer of Rock Island.

THE BAR.

ROBERT S. BLACKWELL, one of the most distinguished members of the Chicago Bar, was born at Belleville, Ill., in 1823. His father was a lawyer of prominence, a member of the State Legislature, and took an active part on the anti-slavery side in 1823-24. Young Blackwell received a common school education, and first engaged in mercantile business at Galena, and afterward at Monmouth. Desiring to study law, he became a student under C. H. Browning, at Quincy. After his admission to the Bar, he commenced practice in Schuyler County, where he was very successful. In 1852, he removed to Chicago, and assumed a high rank as an able lawyer, eloquent advocate and brilliant scholar. He, at first, formed a partnership with Corydon Beckwith, and subsequently established the law-firms of Blackwell & Roberts and Blackwell & Cummings. Mr. Blackwell was then author of a work on Tax Titles, which became, and has continued to be, the standard work on that subject. Associated with Judges Scates and Treat, he also edited the Revised Statutes of Illinois, which was published in 1858. His talents were of a high order, his energy indomitable, and he attained a high position at the Bar. He died May 16, 1863, leaving a wife and two children.

DANIEL MCILROY, for a long time identified with the Chicago Bar as a successful practitioner, died at his residence, in Chicago, on August 25, 1862. He was a native of Tyrone County, Ireland, emigrating to America with his family when very young. For some two or three years he kept school in Boston, several of his old pupils afterward residing in Chicago. Mr. McIlroy was a graduate of Cambridge University, and afterward studied law with Judge Story, of Boston, whose office he left to settle in the West. He came to this city in 1844, and commenced the practice of law, in which he was eminently successful; so much so, that he was elected State's attorney, serving for eight years from April, 1849. He was an accomplished scholar, a ready debater, and one of Chicago's really eloquent orators. Mr. McIlroy made his greatest legal effort during the celebrated trial of George W. Green for the murder of his wife. He succeeded in convicting the defendant, who committed suicide in his cell. As a criminal lawyer he ever stood in the front rank of practitioners.

RICHARD T. MERRICK was born in Charles County, Maryland, in 1828. He came from a well-known Maryland family, his father, William D. Merrick, having served in the United States Senate from 1838 to 1845. When the war with Mexico broke out, Mr. Merrick, although not of age, raised a company in his section, and under his command it did gallant service during the war. Before the conclusion of his services in the field he began the practice of law, and was also sent to the State Legislature. Shortly before the late war he moved to Chicago, and formed a co-partnership with a personal friend who was a leading member of the Bar. He was a delegate from Illinois to the Democratic National Convention of 1860, and supported Stephen A. Douglas. In 1864, Mr. Merrick married a daughter of James C. McGuire, of Washington, having

removed from Chicago to Washington. In the twenty years that he practiced in Washington he held an eminent place at the Bar, and had been engaged as counsel in some of the most important cases before the Bench of the District of Columbia as well as the Supreme Court of the United States. He was one of the principal counsel before the Electoral Commission, and in recent years was for months daily before the public in his able prosecution of the star-route cases. Mr. Merrick was also frequently applied to, to conduct important cases before the committees of Congress. He had never since the War been a candidate for any political place, except when he ran as the Democratic candidate for Delegate to Congress from the District of Columbia under the territorial form of the government. He always maintained a controlling influence in the politics of Maryland, while his extended acquaintance with the public men of the day gave him prominence in national politics. He died at Washington on June 23, 1885.

ALFRED W. ARRINGTON was born in Iredell County, North Carolina, September 17, 1810. When he was still young his father moved Arkansas, and there, when he was eighteen, Mr. Arrington commenced his career as an itinerant Methodist preacher. This, however, he abandoned, and commenced to study law. He was admitted to the Bar in Missouri in 1835, and for the next twelve years practiced his profession in Missouri, Arkansas and Texas. He then spent two years in the North, principally in New York and Boston, where he engaged to some extent in literary pursuits. He wrote "Sketches of the South and Southwest," an essay entitled "The Mathematical Harmonies of the Universe," and some fugitive pieces of poetry. The sketches contained the celebrated "Apostrophe to Water," which John B. Gough afterward adapted and declaimed with great power. He returned to Texas in 1849, and was a judge of the Circuit Court, which position he held five years. His health giving away, he sought a change of climate, and removed to New York City, where he again engaged in literary pursuits, and, among other things, wrote a novel entitled "The Rangers and Regulators of the Tanah." He now determined to engage in the practice of his profession, and, upon looking over the field, chose Chicago as his future home. Here he settled in 1856, and soon rose to the foremost place at the Bar. He was engaged in most of the great causes in the Federal and State courts up to the time of his death. He was, for a number of years, associated with Thomas Dent, under the firm name of Arrington & Dent. Judge Arrington possessed in no uncommon degree two faculties not often united in the same person. He had the power of reasoning upon a legal proposition with the cold exactness of mathematics, so that his premises once admitted, there was no escape from his conclusion. He also had a lively fancy, and a power of persuasive eloquence rarely equaled. During the late years of his life, he was an avowed skeptic, but he was always a curious and anxious student of religion. Like many another such investigator, he found at last peace of mind in the Roman Catholic Church, and in the communion of that faith he was received and baptized when on his dying bed. He died on December 31, 1867. A wife and three children remained to mourn his loss.

SAMUEL W. FULLER was born in Caledonia County, Vermont, April 25, 1822. His father, Samuel Fuller, was a farmer of limited means. His mother, Martha (Worcester) Fuller, was a sister of Joseph E. Worcester, the lexicographer. Young Fuller led the ordinary life of a New England farmer's son up to the age of twenty, when he entered the office of Judge Bartlett, a leading lawyer of Vermont, to commence the study of law, maintaining himself meanwhile by teaching school. He was admitted to the Bar in 1847, and commenced practice in Claremont, N. H., but in 1850 removed to Pekin, Ill. There his learning and abilities soon won the attention and respect of the community, and the friendship of such distinguished men as Judge Purple, Judge Davis, Mr. Lincoln and O. H. Browning. In 1867, he removed to Chicago, and became associated in business with Scammon & McCagg, and at once gained a commanding position at the Bar. In addition to a large and varied knowledge of jurisprudence, he possessed an extensive acquaintance with general literature, poetry, the drama and belles-lettres. He brought to the trial of his cases great precision of statement and clearness of thought, nor did he ever seek to wrest the law to unjust purposes nor gain causes by oblique methods. He died in October, 1873, while still in the prime of life, but ill health had pursued him nearly all his days. The last argument he made was delivered while sitting in a chair, being too weak to stand erect.

HORATIO LOOMIS WAIT, one of the ablest members of the legal profession, was born in New York City, August 8, 1836. He attended Trinity School, in New York, until seventeen years of age, and then entered Columbia College grammar school, where he remained several years, receiving a fine education. In 1858, he removed to Chicago and entered the office of Hon. J. Young Scammon, where he continued until the Civil War broke out, when he entered the United States Navy as paymaster, serving under Ad-

miral Dupont in the South Atlantic blockading squadron, in which service he was engaged until 1863. In that year, he was detailed for service in the West Indies, but, after a short cruise, was ordered to the fleet which, under Farragut, was in the siege of Mobile. He was attached to Admiral Dahlgren's flag-ship off Charleston harbor, in 1864, and took part in all of the operations there until the fall of Charleston. After the close of the war, he made a cruise with the European squadron. In 1869, he returned to Chicago, entered the office of Joseph N. Barker, and was admitted to the Bar in 1870. He was then associated with Mr. Barker in a law partnership, under the firm name of Barker & Wait. In 1876, Mr. Wait was appointed master in chancery; and, the duties of his office demanding all his time, the firm of Barker & Wait was dissolved. In 1860, he was married to Miss Chara C. Long, daughter of the late James Long, of Chicago. It is an unusual thing, in the hurry of American life, for a man to become complete master of his profession; but when Mr. Wait was appointed to the office which he holds, it became evident that the severe training to which he had been subjected and his natural abilities, had given him the power of grappling with and conquering the difficulties of a subject. He has given perfect satisfaction to the Bench and Bar in his quasi-judicial office; for a master in chancery comes between the Bench and the Bar; to him are referred intricate matters of dispute between parties, and his reports are laid before the judges in the subsequent trial. The office is principally of a judicial nature, and the training a man receives in the position tends to prepare him for the less arduous office on the Bench; and of the members of the Chicago Bar, the one who is most directly in the line of promotion to a judicial office, by proper fitting, training and habits of thought, is Horatio Loomis Wait.

NORMAN B. JUDD was born at Rome, N. Y., January 10, 1815. There he received his education, entered upon the study of law, and was admitted to practice. Hon. John D. Caton, who had been his school-fellow and friend, had already commenced practice in Chicago, and invited Mr. Judd to engage in practice with him. He accepted the invitation, and, in 1836, removed to Chicago and entered upon the practice of his profession in partnership with Mr. Caton. This partnership was dissolved in 1838, because of Mr. Caton's removal from Chicago, and Mr. Judd formed another with Jonathan Young Scammon, which lasted until 1847. He then formed a partnership with John M. Wilson, which continued until Judge Wilson's elevation to the Bench, in 1853. During these years, Mr. Judd was actively engaged in politics, was elected State Senator in 1844, and re-elected continuously until 1860. Originally a Democrat, he separated from that party, in 1854, on the Kansas-Nebraska question, and was one of the active promoters of the election of Lyman Trumbull to the United States Senate, in 1855. After the formation of the Republican party, he actively supported it. He was a steady adherent of Mr. Lincoln, and nominated him for the presidency in the Convention of 1860. He accompanied Mr. Lincoln on his journey to Washington, in February,

N. B. Judd

1861, and after Mr. Lincoln's inauguration and the completion of his cabinet, Mr. Judd's name was sent to the Senate as minister to Berlin. This position he held four years, when he was recalled by President Johnson. On his return to Chicago, Mr. Judd was elected to Congress, and continued a member of that body until 1871, when he declined a re-election. In 1872, he received from President Grant the appointment of collector of the port of Chicago, which position he held until his death. While it thus appears that for a large part of Mr. Judd's life he was actively engaged in politics, during the same period, except when absent from the United States, he was also largely employed in his profession. He was particularly eminent as a railroad lawyer, and had extensive practice in that department of the law. At various times he was attorney for the Michigan Southern, the Rock Island, the Pittsburgh & Ft. Wayne, and was connected, as director or president, with other railways. Mr. Judd was married, in 1844, to Miss Adeline Rossiter, of Chicago.

CHARLES HITCHCOCK was born April 4, 1827, in Hanson, Plymouth Co., Mass., and died at his home in Kenwood, Cook Co., Ill., May 6, 1881. He was descended from Luke Hitchcock, who came over from England and settled in New Haven in 1644. The public-school education of young Hitchcock having been supplemented by a partial course at Phillips' Academy, in Andover, he entered Dartmouth College in 1847, and graduated in the class of 1851. Having studied law one year under Daniel Blaisdell,



L. P. Hynes

treasurer of the college, he went to Washington, D. C., to fill the position of professor in an academy, which he held one year. He used his leisure time to continue the study of law, under the guidance of Hon. Joseph Bradley. In the fall of 1853, he entered the senior class of the Dana Law School, of Harvard College. After further initiation in the practice of law under Harvey Jewell, of Boston, he was admitted to the Bar in 1854. Coming to Chicago, he entered the office of Williams & Woodbridge, and was enrolled a member of the Bar of Illinois October 10, 1854. In 1856, he was of the law firm of Hitchcock & Goodwin for about a year, and, later on, of Gallup & Hitchcock, which terminated in 1862. Hitchcock & Dupee, 1862 to 1866, by the accession of Mr. Evarts, became Hitchcock, Dupee & Evarts, 1866 to 1872, and by his withdrawal became again Hitchcock & Dupee. In 1875, it was changed to Hitchcock, Dupee & Judah, continuing until the death of the senior member. Mr. Hitchcock was president of the State Constitutional Convention of 1870—"the best yet adopted of American State Constitutions"—and besides his well-known services as presiding officer, was author of some of its more important new provisions. He was elected one of the county commissioners after the fire, and was largely instrumental in securing the remission by the State of the city's debt, and the appropriation of the amount to build its bridges. On July 10, 1860, Mr. Hitchcock married Miss Annie McClure, of Chicago, a daughter of James and Julia (Rodgers) McClure. The general estimate of the Bar ranked him as an accurate and able lawyer in commercial and corporation cases, if indeed he had an equal in argument before the court, while his personal worth was recognized by a still wider circle.

USHER F. LINDER, more widely known throughout the State as General Linder, was a member of the Chicago Bar from 1860 until his death in 1876. He had gained considerable celebrity in the early days of the "Wabash circuit," where he practiced with Messrs. Trumbull, Lincoln, Gillespie, and other noted men of the time. He was born in Kentucky on March 20, 1809, received a somewhat limited education, studied law, and was admitted to the Bar of Hardin County. There he practiced several years, but in 1835, removed to Illinois. In 1837, he was elected attorney-general of the State, which office he held two years. After his removal to Chicago, his business was never very extensive. He rendered good service to the cause of the Union in the opening years of the Civil War, as a strong War Democrat, canvassing a large part of the State on several important occasions. He died June 5, 1876, leaving a wife, who survived him but a year, and five children. He was a man of great talent, and had a large circle of admirers and friends, among whom Mr. Lincoln was one of the warmest. He left a volume of reminiscences, which have since been published, containing sketches of many prominent members of the Illinois Bar.

EDWIN CHANNING LARNED was born in Providence, R. I., July 14, 1820. His father was a prominent and influential merchant of that city. Mr. Larned was educated at private schools in Providence, and graduated from Brown University in 1840. After leaving college, he taught one year as professor of mathematics in Kemper College, St. Louis. He then returned to Rhode Island, and commenced the study of law with Hon. Albert C. Greene, who was afterward Senator from that State. On admission to the Bar, he practiced in Providence for several years, and in 1847, came to Chicago, and commenced practice in partnership with Cyrus Bently. Subsequently, he had business partnership with John Woodbridge, with Isaac N. Arnold and George W. Lay, and, in 1857, with Stephen Goodwin. In April, 1861, Mr. Lincoln appointed him as United States district attorney for the Northern District of Illinois, and he continued in that office, until impaired health compelled him to resign in November, 1864. He had previously, with the consent of the attorney-general, appointed Mr. Goodwin to act in his place. He visited Europe, where he remained from April until December, 1863, returning with restored health. Mr. Larned married, in 1849, Frances, a daughter of Hon. A. C. Greene, in whose office he had commenced the study of law. He died at Chicago, September 18, 1884.

ARTHUR W. WINDETT was born in Norwich, England, November 11, 1828. During his boyhood he received a good education in his native city, which he completed in Chicago, where he settled in 1846. Here, also, he commenced his legal studies, and was admitted to the Bar of Illinois in 1850. For the next twenty years Mr. Windett was actively employed in general professional labors, being engaged in many of the great and important causes of the times in the Federal and State courts. He always held a leading position at the Bar during his active practice. In recent years, Mr. Windett has abandoned general practice, giving his attention almost entirely to real-estate law, and to the management of his own extensive real-estate operations.

THOMAS HOYNE was one of the ablest and grandest men who have figured in the history of Chicago. Warm-hearted, broad-minded, honest, brilliant, impulsive yet stable, few men have lived in this city whose death was more universally or deeply

mourned. Born in New York City, February 11, 1817, the son of a poor, hard-working man, Thomas received his early education in a Catholic school attached to St. Peter's Church, and at the age of thirteen was left an orphan. He was then apprenticed to a manufacturer of fancy goods, with whom he remained for four or five years. During this period his mental activity showed itself by the leading part he took in a literary association of which George Manierre was a member. There the young men laid the foundation of that friendship which continued strong and unvarying up to the death of Mr. Manierre, in 1863. He also joined two night schools, and assiduously studied Latin, Greek, English grammar and elocution, and when his apprenticeship expired in 1835, he obtained a situation in a law office, with the design of prosecuting his legal studies. His mind was further enriched and trained by contact with one of the most brilliant Baptist divines in America, Rev. Archibald Maclay, D.D., in whose family he boarded. In 1836, then only nineteen years of age, he studied with John Brinkerhoff, an old lawyer of New York. In the meantime his fast friend, George Manierre, had removed to Chicago, and wrote such enthusiastic letters to him, that, in August, 1837, he started for the city himself. As assistant to the deputy of the clerk of the Circuit Court, at a salary of ten dollars a week, young Hoyne made his start. In the autumn of 1838, he took charge of a public school near the northwest corner of West Lake and North Canal streets, but resigned after four months' trial, as it was taking too much time from his law studies. Here it was that he first met John Wentworth, then school inspector. He next entered the office of J. Young Scammon, where he completed his law studies. In 1840, the Democrats elected Alexander Lloyd mayor, and Thomas Hoyne city clerk. While acting in this capacity, he had the honor of drawing up the first Thanksgiving proclamation ever issued in the State, appointing December 3, 1840, as the day of celebration. He was married on September 17, 1840, to Leonora M., the daughter of Dr. John T. Temple, one of the old and respected citizens of Chicago. In 1842, Mr. Hoyne removed to Galena, where he resided two years, and then returned to Chicago, commencing practice in December, 1844. He was elected probate justice of the peace, and held this position until the court was abolished by the new Constitution of 1848. In 1847, he formed a partnership with Mark Skinner, which remained unbroken until 1851, when the latter was elected judge of the Court of Common Pleas. In 1848, and through all the excitement caused by the passage of the Wilmot Proviso and the Cass-Van Buren campaign, Mr. Hoyne was a vigorous opponent to the further extension of slavery, and a bold and manly member of the Free-soil Democracy. Principally through the influence of Mr. Wentworth, in 1853 he was appointed United States attorney for the district of Illinois. In his first case—the prosecution of a mail robber,—Abraham Lincoln conducted the defense; but the prosecuting office was successful, and this trial alone did much to fix his reputation. During his administration as United States attorney and marshal, not a single prosecution or arrest occurred under the fugitive slave law. In 1854, Mr. Hoyne supported Senator Douglas in his position on the Kansas-Nebraska troubles. President Buchanan having been elected in 1856, he withdrew his claims for a re-appointment to the district-attorneyship, but seeing that a compromise with the Douglas wing of his party was impossible, supported the National administration and the President's recommendation for the admission of Kansas under the Lecompton constitution. Charles A. Pine, United States marshal, became a defaulter in 1859, and Mr. Hoyne, one of the sureties on his bond, was prevailed upon to accept the position, entering upon the duties of his office in April of that year. The marshalship was Mr. Hoyne's last political office, and yet his career of usefulness may be said to have just commenced. His connection with the University of Chicago and the College of Law, his valuable efforts to establish a stable currency in the community, his patriotism during the War, a boulevard system for the poor as well as the rich, and his persistency in ever upholding municipal honor, have endeared him to the people of Chicago, and stamped him as a man of high and broad character far more than any acts, however able, which he performed as office-holder or lawyer. "As a preventer of corporated encroachments upon individual rights," says Mr. Wentworth, in an eloquent tribute to his friend, "Chicago has not had an abler man than Thomas Hoyne. He was always a man for an emergency, abounding in moral courage, and having public confidence at his back. The people could ever trust Thomas Hoyne, and he never abused his trust." In 1856, the Baptists accepted Judge Douglas's offer of ten acres of land at Cottage Grove, to be devoted to university purposes. Judge Douglas was elected president of the board of trustees, of which Mr. Hoyne was a member, the corner-stone of the new building being laid July 4, 1857. In 1859, Mr. Hoyne subscribed \$5,000 for the endowment of a Chair of International and Constitutional Law, the college being opened in September of that year. For fourteen years the College of Law remained under the control of the University of Chicago, and Mr.

Hoynes was its inspiring spirit throughout, acting as the chairman of its board of counselors. In 1802, in recognition of his invaluable services, the college conferred upon him the degree of LL.D. To his efforts, also, is largely due the possession of the great Lalande telescope. In May, 1800, the glass was placed in position, and Mr. Hoynes was elected the first secretary of the astronomical society, which office he held for several years. In June, 1873, when the University of Chicago and the Northwestern University formed the Union College of Law, Mr. Hoynes was chairman of the board of trustees, in behalf of the University of Chicago, for 1873-74, and in 1877 he was chosen president of the joint board of management, which position he held up to the time of his death, in July, 1883. During the War, Mr. Hoynes was one of the most steadfast and prominent of the War Democrats of the Northwest, being placed upon the Union Defense Committee, and contributing by his means and strength to uphold the Northern cause. He was a life-member of the Chicago Mechanics' Institute and of the Chicago Historical Society, being not only a member in name, but in deed, and was first vice-president of the latter organization at the time of his death. To him, as much as to any one else, does Chicago owe the prosperity of her public library. He was not only the associate of such men as Abraham Lincoln and Stephen A. Douglas, but their intimate and honored friend; and when the remains of the martyr President were being borne from Washington to Springfield, Mr. Hoynes was one of the committee of escort from the State of Illinois. In 1876, Mr. Hoynes was elected mayor of the city, but owing to a technicality, a special election was called, on July 12, and Monroe Heath was elected to the position. The manner of his selection for this office was the highest compliment that could be paid to his integrity and ability. He was nominated at a mass-meeting of forty thousand citizens, irrespective of party, held in the Exposition building, to protest against the corruption and usurpation of the city administration, which claimed an extension of its tenure of office under the new law. He was unanimously chosen as the man pre-eminently fitted to make the contest, and was elected by the overwhelming majority of thirty-three thousand votes. He held the office for three months, and during that time instituted many reforms, and put an end to the abuses which had been complained of. He abolished the practice of borrowing money upon certificates, which was a bold measure in the face of the declaration that such action would destroy the credit of the city. But the result was, as he had anticipated, that the credit of the city was established upon a firmer basis than ever before, when it became known that the administration proposed to pay its debts, to be governed by the law, and not extend its credit beyond the limit fixed by law. The present financial standing of the city, in fact, may be traced to the policy adopted by Mr. Hoynes, although he has not always been credited with it. The City Council did, however, some time after Mr. Hoynes had ceased to be mayor, adopt the following resolutions, recognizing the service he had rendered to the city, and giving him credit for his financial policy:

"Resolved, That to Thomas Hoynes, our excellent mayor, de facto, for the month of May last, belongs the credit of starting our municipal reform."

"Resolved, That we tender to the Hon. Thomas Hoynes our thanks for the bold and statesmanlike inaugural address delivered before us, and believe that the sentiments therein contained, have tended to guide this Council in measures of reform; and while we are not able, legally, to return him a compensation in money for his good advice, we do tender him our sincere thanks as members of this Common Council."

The question of law as to the validity of Mr. Hoynes's election was submitted, by agreement, to the five judges of the Circuit Court, and it was decided by a divided court, three to two, that Mr. Colvin's term had been extended by operation of law, and that Mr. Hoynes was not mayor. As Mr. Hoynes had no desire for office for the sake of office, he concluded to abide by the decision of the court, and in the interest of peace and harmony declined to make a contest. From that time until the date of his death he confined himself to the practice of his profession. He had early associated with himself Benjamin F. Ayer, since then the noted railway lawyer; and in January, 1864, Oliver H. Horton entered the partnership with him and his son, Thomas M. Hoynes, he practiced with pre-eminent success in all the higher and lower courts. Although his love for outdoor exercise and his temperate habits had been the means of maintaining the vigor and freshness of his constitution, Mr. Hoynes, in the summer of 1883, feeling the need of rest and a change from his professional labors, decided upon an eastern tour to Niagara Falls and down the St. Lawrence River. On Thursday afternoon, July 26, he left Chicago, and on Friday evening, while a passenger on a well-crowded excursion train, he met with that accident, by collision, which resulted in his violent death at a small station called Carlton, Orleans Co., N. Y. On Monday evening his remains reached Chicago, and his funeral obsequies were held

the next day at St. Mary's Church, and were attended by the lowly, who loved him, his professional brethren of the Bench and Bar, and representatives of the county, municipal, civic and educational organizations. Thus passed away, as remarked by one of his most intimate friends, "One of the brightest ornaments of Chicago's early history. His personal activity and strength of mind increased with age, and he has left to his seven children (of every one of whom any parent could be proud) a rich legacy in his doctrine, illustrated by example, that personal, professional, corporate, religious, financial and political honor is identical and inseparable. As an impromptu orator to miscellaneous crowds suddenly met in public places, Chicago has had no equal to Thomas Hoynes, and no man has ever lived to question the sincerity of his motives in his unstudied efforts to arouse the masses to a sense of the injustice inflicted upon them."

JESSE O. NORTON, who stood for many years in the front rank of Chicago lawyers, was born at Bennington, Vt., December 25, 1812, and died at his home in Kenwood, on the 3d of August, 1875. After graduating from Williams College in 1835, he taught school at Wheeling, Va., and Potosi, Mo.; studied law; married Miss P. S. Sheldor, of the latter place, in December, 1837. About a year later they removed to Illinois, and in 1839, settled in Joliet. Previous to 1848, Mr. Norton had been chosen city attorney and county judge. His subsequent course so established public confidence in his ability and honesty that, in 1852, he was sent to Congress, having two years previously served a term in the Legislature. His career in Congress as an earnest and effective opponent of the Missouri compromise earned him a re-election, and he served in that body until March 4, 1857. From that time until 1862, he filled the position of circuit judge, and, during the latter year, was again elected to Congress, serving until March 5, 1865. While a member of that body, during those troublous times, Judge Norton steadily maintained that the union of the States was not broken by rebellion; that the Constitution was still the supreme law, and binding upon Congress as well as the States, and therefore that Congress had no more power to expel States from the Union than the States had power to withdraw. In 1866, he was appointed United States district attorney for the Northern District of Illinois, and held this position until April, 1869, when he honorably retired from the office, and, coming to Chicago, associated himself in the practice of his profession with Judge James R. Doolittle. After the great fire, he practiced alone, a portion of the time as corporation counsel. He thus continued until his death, leaving at his decease a widow. The Bar Association took appropriate action, and resolutions of condolence and affectionate remembrance were presented in all the courts by his friends and associates.

Some of the more prominent lawyers who died during the period covered by this volume (1858 to 1872) are,—Bolton H. Strother, 1862; at one time collector of the port of Chicago; Andrew D. Harvie, 1863; Lorenzo D. Wilkinson, 1863; George W. Roberts, killed at the battle of Murfreesboro', January, 1863; John A. Bross, killed at the assault on Petersburg, July 30, 1864; Benjamin Morris Thomas, 1864; John C. Miller, 1865; Charles M. Willard, 1866; Edward P. Towne, 1866; Henry L. Rucker, 1867; and Solomon M. Willson, a brother of Judge John M. Willson, 1867.

SKETCHES OF PROMINENT LAWYERS.

It might perhaps be invidious to say which one of some dozen members of the Chicago Bar should be called the chief, since there are so many lawyers in this city who have achieved not only State, but National, reputation, and whose eloquence in debate or oration has made their names "familiar in our mouths as household words." The various testimonials of public esteem and honor that have been received by members of the Bar in this city, would demonstrate that that department of the civic population was hydra-headed. One lawyer is distinguished for power and brilliancy of advocacy, another for profound learning, another for lucidity of statement, another for strength and solidity of logical reasoning, and others for some particular quality in which their pre-eminence is recog-

nized; but it is probable that if the suffrage of the entire Bar were taken as to who should stand at the head, the choice would almost unanimously fall upon Corydon Beckwith. He possesses, in a marvelous degree, all the qualities which go to make the great lawyer,—profound learning, great logical power, brilliancy of statement, and aptitude for affairs.

CORYDON BECKWITH was born in Caledonia County, Vermont, July 24, 1823. He acquired his rudimentary education in the common schools in the vicinity of his home; afterward pursued a scientific and classical course at Providence, R. I., and Wrentham, Mass. He then devoted three years to legal studies, and, in 1844, was admitted to the Bar at St. Albans, Vt. The two succeeding years were spent in the practice of his profession in his native State, and in 1846 he removed to Maryland, and was admitted to the Bar of that State, at Frederick City. In 1847, he returned to St. Albans, Vt., where he formed a partnership with Frederick A. Schley, a distinguished lawyer of that place, and remained until his removal to Chicago in the spring of 1853. During the latter year he became associated with Van H. Higgins and Bolton F. Strother, under the firm name of Higgins, Beckwith & Strother, being also associated with other prominent members of the profession. Mr. Beckwith occupied the Bench of the Supreme Court for a time, under the administration of Governor Yates. He became counsel for the Chicago, Alton & St. Louis Railroad in 1864; and in 1873, was made general solicitor of the same company, retiring at that time from the firm of Beckwith, Ayer & Kales. He has also been concerned as counsel for other of the great corporations, and is usually engaged on one side or the other of the great cases involving corporate rights and liabilities.

BENJAMIN M. MUNN is a native of the Green Mountain State, and was born in West Fairlee, Orange County, Vt., on February 11, 1826. After being educated in the district schools and in Williams College, Mass., he went to Boston to study law with Collins Stickney, completing his course with William S. Holman, the well-known Indiana congressman. Mr. Munn was admitted to the Bar in 1852, but did not practice for a number of years, being principal of the Rising Sun (Ind.) Female Seminary and of the Charleston (Ill.) Academy. He then engaged in the practice of law in Central Illinois until 1861, having as his co-workers in the circuit such men as Abraham Lincoln, Governor Palmer, S. L. Logan and Ben. Edwards, of Springfield, and argued important cases in the Federal Court before Judge David Davis. At the breaking out of the War he entered the army, and was elected captain of Co. "D," in the 7th Illinois Infantry, being with General Grant during the first year of the war. He now holds the oldest captain's commission in the volunteer service. Captain Munn settled in Chicago in 1869, was deputy collector of internal revenue in 1872-73, assistant counsel to the corporation under Judge Jesse O. Norton, and acting counsel for several months. For several years prior to 1880, he made a specialty of internal revenue practice with his partner, Theodore E. Davis, of Washington, D. C. He has now an extensive practice, and is widely known for the ability with which his cases are prepared and conducted.

THOMAS DENT, senior member of the law firm Dent, Black & Cratty Bros., was born in Putnam County, Illinois, November 4, 1831. His father, George Dent, was one of the early settlers in that part of the State, and during his residence of nearly half a century in Illinois was a man of political influence. While frontier life, in the westward march of settlement, ruled with the older members of the families with which Mr. Dent is connected, each generation took its part in the development of the country, and shared in local reputation and honors, corresponding with educational advantages, which in the case of Mr. Dent were well improved in his youth. At the age of fifteen, he became a permanent assistant of his father in the public offices at Hennepin, Ill., where he was engaged for several years, during which time he pursued the study of the law. He was admitted to the Bar in his twenty-third year, and immediately began the practice of his profession in the circuit of his residence. Desiring a larger field of labor, he moved in 1856, to Chicago, and was associated for a time with Martin R. M. Wallace, under the firm name of Wallace & Dent. Retaining, however, some connection with the practice at his old home, he attended the courts there, and in other counties. In 1857, he made arrangements to take up his residence in Peoria, Ill., but, receiving encouragement to maintain his residence in Chicago, returned for a permanent residence in the fall of 1858. About two years thereafter, he became associated with Alfred W. Arrington, under the firm name of Arrington & Dent. This partnership continued until the death of Judge Arrington in December, 1867. Soon afterward, Mr. Dent associated with himself William P. Black, who had formerly been a student in the office of Arrington & Dent, and this association has since continued,

though recently two other gentlemen have become connected with them in the practice of the law, the firm now being Dent, Black & Cratty Bros. The practice of Mr. Dent has not been confined to any specialty. His cases have therefore been carried into all the courts, including the Supreme Court of the United States, and courts outside of Illinois. The opinion of Mr. Dent on the Mayoralty question, when the late Thomas Hayne had been so generally voted for to fill that office in the spring of 1876, was sought for, and had considerable publicity at the time. On the question of submitting to a vote of the people the proposition to abolish township organization in the county, he was also prominently associated with eminent counsel. He has occasionally prepared literary essays or lectures, among which may be mentioned his essay on the "Law of the Grain Exchange," read before the State Bar Association in 1883, for the preparation of which, he was selected for his practical knowledge of the subject. He has been favorably named, as well in the city of his chosen home as in his former place of residence, for judicial office especially, but has pursued his professional work in preference to entering upon a political career. Mr. Dent was married in 1857, to Miss Susan Strawn, of Putnam County. Their only child, Mary, was taken with typhoid fever while traveling abroad, and died at Milan, Italy, in February, 1882.

MELVILLE W. FULLER, son of Frederick A. and Catherine M. (Weston) Fuller, was born in Augusta, Maine, February 11, 1833. After fitting for college in his native city, he entered Bowdoin College, from which he graduated in the summer of 1853, and after studying law in the office of his uncle, George M. Weston, at Bangor, and attending lectures at Harvard University, he commenced the practice of his profession in Augusta, in the spring of 1856. Although his residence in his native city at this time was quite brief, he was, during the year, elected city attorney and president of the Common Council; and to these duties was added journalistic work, he being one of the editors of *The Age*, the Democratic organ of the State. Resigning these positions, he removed in June, 1856, to Chicago, where he again engaged in practice, and where he has since resided. His devotion to his profession has been rewarded by the attainment of an honorable and distinguished name as an attorney and counselor, and a competency of this world's goods. Among the notable cases in which he has been engaged, one of the more conspicuous was the defense of Rev. Charles Edward Cheney, on the charge of canonical disobedience and violation of rubric. This case, which was tried before an ecclesiastical tribunal, and in which litigation extended from 1869 to 1878, proved by the severest tests the profound and accurate knowledge of ecclesiastical law possessed by Mr. Fuller, and his power of presenting his points in the most forcible and convincing manner; and brought into the civil courts it involved the discussion of the delicate question of when, and under what circumstances, the latter may interfere with church tribunals. In 1862, he was a member of the Constitutional Convention in Illinois, and the following year was a member of the Legislature, being elected, in both cases, from Republican districts, although a staunch Democrat from his youth. He was a delegate to the National Democratic Conventions of 1864, 1872, 1876 and 1880; a friend of Stephen A. Douglas, delivering the address of welcome to that distinguished statesman on his visit to the city in 1860, and a eulogy on him, after his death, in 1861. Among his other addresses, that on the life and character of Judge Sidney Breese, delivered before the State Bar Association, in 1879, is noteworthy as a brilliant and scholarly production. Mr. Fuller was married, in 1858, to Calista O. Reynolds. His second wife, to whom he was married in 1866, is Mary Ellen, daughter of the late Hon. William F. Coolbaugh. He has nine children, eight daughters and one son, and has lost one son by death.

LEONARD SWETT, one of the most prominent lawyers of the Northwest, and whose reputation is national, was born in Turner, Oxford Co., Me., on the farm of John Swett, or on Swett's Hill. His parents John and Remember (Berry) Swett, believed so thoroughly in giving their children good educations, that when twelve years of age Leonard commenced the study of Latin and Greek, as a preliminary for a ministerial course of study. He afterward took a two years' course at North Yarmouth Academy, and when seventeen, entered Waterville College. Having determined upon the study of law, he left school before he had finished his fourth year, and entered the law office of Howard & Shepley, Portland. After remaining with them two years, he traveled in the South, seeking a favorable location, but came West, and reaching Madison, Ind., determined to enlist for the Mexican War. Joining the 5th Indiana Infantry, in 1848, commanded by General James H. Lane, he was made orderly-sergeant, and placed in command of a company which was detailed to guard trains from Vera Cruz to Jalapa, Pueblo and Cordova. It is said that his service was one prolonged picnic, or excursion, and that, during all his stay in Mexico, he never saw the balance of his regi-

ment. He was taken sick at Vera Cruz, and, after remaining in hospital one month, was sent up the Mississippi River to Jefferson Barracks, Mo., where he was discharged. Before they reached that point, however, nearly one-third of the passengers had died of complaints incident to the Far South. Although greatly shattered in health, Mr. Swett survived his severe attack of sickness, and subsequently located at Bloomington, Ill., where he was admitted to the Bar, and commenced the practice of law. His first and most steadfast friends were David Davis and Abraham Lincoln, his seniors by some years. With them, and such men as Stephen T. Logan, John T. Stuart, U. F. Linder and Edward D. Baker, he traveled a circuit of fourteen counties on horseback, building up a large practice and a strong constitution. From 1849 to 1861, Mr. Swett made Bloomington his home. During the War, his legal business took him to Washington, New York and California. In the latter State his time was chiefly occupied with the litigations which for many years involved the Quicksilver Mining Company, or the New Almaden Mine. In 1865, he located permanently in Chicago, where he has earned a substantial reputation, both as a civil and a criminal lawyer. He at first formed a partnership with Van H. Higgins and Colonel David Quigg, which continued up to the time of the fire. In 1879, he associated Pliny N. Haskell with himself. Mr. Haskell died on July 26, 1884; P. S. Grosscup, E. R. Swett and E. S. Bottom have in the meantime become members of the firm. Mr. Swett was married, on July 20, 1854, to Laura R. Quigg, sister of his former law partner, his wife being a native of Chester, N. H. They have one child—Leonard H.

EMERY A. STORRS was born in Hinsdale, Cattaraugus Co., N. Y., on August 12, 1835, the son of Alexander Storrs, who was a lawyer of some prominence. He commenced the study of law with his father and with Marshall B. Champlain, who was for two terms attorney-general for the State of New York. He thence went to Buffalo, and became a law student at that city in the office of Austin & Scroggs, the senior member of that firm then being district attorney. Thus, it will be seen that Mr. Storrs pursued his legal studies with exceptional advantages, and his ability being apparent to his preceptors, immediately after his admission to the Bar, he became a partner of Mr. Austin and his son, under the firm name of Austin, Storrs & Austin, and continued the practice of law in New York until April, 1859, at which time he removed to Chicago. Since that time, the fame of Mr. Storrs has become not only local, but national. Possibly much of the success which he has achieved at the forum and on the rostrum may be ascribed, as much as to any other one cause, to his analytical power and his keen discernment of the temperament of his auditors. On numberless occasions interruptions have occurred among his audiences which would have disconcerted, and possibly routed, any one else; but with his quickness of repartee and store of anecdote and reminiscence, he would utter some pungent witicism or stinging sarcasm, that would discomfort his interruptor and prove to be the best possible utterance that could have been made. Some of the prominent cases in which Mr. Storrs has been engaged, in his discursive legal experience, are as follows: In 1860-61, he was engaged on the celebrated cases for E. S. Smith; he tried the first "stump-tail" (or wild-cat) cases before juries in Judge Drummond's court; he also argued the noted State House case, the Park cases, the railroad taxation cases, and the case wherein the liability of common carriers was fixed as to their delivery of grain to the elevator to which it was consigned. In 1876, he tried the celebrated Babcock case, in St. Louis; and shortly afterward, argued the cases involving the legality of an election for the incorporation of a city under the general law. Among the capital cases in which Mr. Storrs has been engaged, may be mentioned his prosecution of the Cook County Commissioners; his defense of Alexander Sullivan; of Cochrane, the Wisconsin bank cashier; of Ransom, the Mayor of El Paso; and of Jere Dunn. And during the intense activity and research necessitated by his professional duties, he found time to take the stump in behalf of Abraham Lincoln; to prepare the resolutions indorsing the Emancipation Proclamation reported at the great meeting in Chicago; to take an active part in the campaign of 1864; to be especially interested in the reconstruction measures of Andrew Johnson, in 1866; to be a delegate to the National Convention from the State-at-large, and subsequently to take the stump through New York and New England; to be delegate-at-large to the National Convention, at Philadelphia, in 1872, and to perform the duties of one of the vice-presidents; to prepare the constitution and by-laws for the Citizens' Association, of Chicago; to be one of the three original incorporators, and one of the most active promoters, of the Citizens' League for the suppression of the sale of liquor to minors; to argue the question relative to the transportation of live-stock before the House Committee; to argue the question relative to the reduction of the duty on steel rails, before the House committee; and to make arguments relative to Keegan's Inter-State Commerce Bill, on the question as to the amenability of checks and bank deposits to taxation, and, in

the winter of 1884-85, to make arguments on the pleuro-pneumonia, or Animal Industry, bill. In the convention of 1880, Mr. Storrs was a delegate from the State-at-large, and was a member of the committee on resolutions, as a member of which committee he drafted that part which related to the enforcement of the Constitutional amendments. Among other adjuncts which may be cited as feasible reasons for his deserved literary reputation, are his lectures before the Law School on the English Constitution and Trial by Jury, his lecture on Municipal Government, his lecture before the Historical Society, and his address at the opening of the new Board of Trade, in 1885; while his contributions to the North American Review have stamped him as an able essayist.

MURRY F. TULEY was born in Louisville, Ky., March 4, 1827. His education was obtained at the common schools, and was completed when he reached the age of thirteen, at which time he went into a store as a clerk. His father died when his son was five years of age, and his mother, after eleven years of widowhood, married Richard J. Hamilton, and removed to Chicago. Here young Tuley commenced the study of law with Colonel Hamilton, and in the spring of 1847 was admitted to the Bar. It was at the time of the Mexican war, and Mr. Tuley enlisted in the 5th Illinois Regiment, Colonel Newby commanding, and was ordered to service in New Mexico, under the command of General Sterling Price, afterward a Confederate general. At the conclusion of the Mexican war, Mr. Tuley settled in Santa Fé, where he commenced practice, and remained there until 1854. During that period he was attorney-general of the Territory for two years and a member of the Legislature for 1853-54. In 1854, he returned to Chicago and engaged in practice, first with Andrew Harvie, then with Joseph E. Gary and J. N. Barker. In 1869, he became corporation counsel, and after several years in that position organized the firm of Tuley, Stiles & Lewis, of which he remained the head until elected to the Circuit Bench in June, 1879. At the Bar, Judge Tuley's career was marked by great success. Prudence and care for the interests of his clients, rather than brilliancy of display for himself, were among his strongest characteristics. Of solid judgment, widely read in the learning of his profession, of calm and patient mind he was admirably fitted for the Bench, and found his congenial place there. He holds an enviable rank among his fellow-judges, and has the respect and confidence of the Bar and the public.

HON. WILLIAM H. KING, LL.D., has practiced his profession in Chicago for thirty-two years, and commands the confidence and respect of not only the Bench and Bar, but of all who know him. He has a thoroughly logical and legal mind, and has the rare ability to present his case to the court and jury in the clearest and most logical and forcible manner. The result of his practice has been an honorable name and a pecuniary competence. His professional brethren know him best and are most competent to express an opinion concerning him. One of the judges of the Supreme Court said of him: "I have known well, for many years, William H. King of this city. I regard him a gentleman of high moral worth and of rare purity of character. He is a learned, ripe and discriminating lawyer. A man of well balanced and impartial judgment, of very agreeable urbanity, yet of great decision of character and moral courage." Mr. King was born in Clifton Park, Saratoga Co., N. Y., October 23, 1817. He was graduated from Union College, at Schenectady, N. Y., in 1846, and in 1879, that college conferred upon him the honorary degree of LL.D. He studied law in the office of Hon. John K. Porter, at Waterford, N. Y., and was admitted to the Bar in 1847. He then commenced the practice of law at Waterford, where he remained until 1853, when he removed to Chicago, arriving here on the 4th of February of that year. Mr. King has since been honored with many offices of public trust. He has been president of the Chicago Law Institute, president of the Chicago Bar Association, president of the Chicago Board of Education, president of the Union College Alumni Association of the Northwest; and member of the Illinois State Legislature. In 1874, one of the schools of the West Division was named by the Board of Education the "King School, in honor of the Hon. William H. King, president of this Board, and in acknowledgment of the services rendered by him to the cause of popular education and of his devotion to the best interests of our public schools." Mr. King has, annually for eleven years, presented prizes to nine of the pupils of that school whose averages were highest in attendance, deportment and scholarship. In December, 1884, the school had been in successful operation eleven years, when Mr. King was surprised by a graceful testimonial presented to him by the pupils. During the two years in which Mr. King was a member of the Illinois Legislature (1871-72), he was chairman of the Committee on Fees and Salaries, and a member of the committees on Judicial Department and Education. After the fire of 1871, when all the records of Cook County were destroyed, it was absolutely necessary that the Legislature should enact a law, by which the owners might be enabled to protect their titles to

their real estate. Mr. King was then a member of the Legislature and was appointed chairman of a committee to draft a bill for that purpose. He prepared a bill, which was passed by the Legislature and became a law, and has proved to be entirely satisfactory and efficacious. In the Legislature, he was noted for ability and honesty, and, after the expiration of his term, he was urged to accept other political preferments, but he decided to continue the practice of his profession. Mr. King was married, at Orange, Mass., September 1, 1847, to Mary, daughter of Levi and Plotina (Metcalf) Cheney. They have two children—Mary, wife of Tappan Halsey, and Fanny, who graduated at Smith College in 1882. Mrs. King is a lady of rare ability and culture, and her husband heartily acknowledges that he is indebted to his wife for much of his success in life.

EZRA BUTLER MCCAGG, for many years a leader in his profession, was born at Kinderhook, N. Y., November 22, 1825, and is the son of Isaac and Louisa Caroline (Butler) McCagg. He pursued his literary studies and became very efficient under the tuition of a neighboring clergyman. He read law several years with Monell, Hogeboom & Monell, of Hudson, N. Y., and was admitted to the Bar in 1847. The following summer he came to Chicago, when he entered into a partnership with Hon. J. V. Scammon, under the firm name of Scammon & McCagg. In 1849, Hon. Samuel W. Fuller was associated with them, and, in 1872, Mr. Scammon withdrew from the firm, and Mr. McCagg's present partner, W. I. Culver, was admitted into the partnership; with the exceptions above mentioned, the original partnership was the same until the death of Mr. Fuller in 1873. The firm is now McCagg & Culver. The business of this firm has been very extensive throughout all of its changes. During the Civil War, Mr. McCagg was very influential in promoting the interests of the United States Sanitary Commission, and filled acceptably and with marked ability the arduous position of president of the Northwestern Branch of that organization. He was formerly a trustee of the University of Chicago, and is yet a trustee of the Chicago Academy of Sciences, and president of the board of trustees of the Eastern Hospital for the Insane. He lost his law library in the great fire of 1871, and a magnificent miscellaneous library, the accumulation of years. His collection of writings and letters of the early Jesuits and settlers of the Northwestern States and Territories was one of the best extant. Mr. McCagg is a public-spirited gentleman, and has given much time to philanthropic and charitable affairs. According to the modern idea of politicians, Mr. McCagg does not belong to that class, but he is in principle a Republican.

CHARLES B. HOSMER is among the oldest members of the legal profession in this city, being admitted to the Chicago Bar in the fall of 1839. He at once removed to Naperville, DuPage County, where he practiced nine years, and returned to Chicago in 1848. In the following year he formed a partnership with the well-known Ebenezer Peck, and this connection continued twelve years, when the latter was appointed judge of the Court of Claims, Washington. From 1861 to 1871, Mr. Hosmer practiced alone, since which time he has been in partnership with his son, the firm making a specialty of real estate law. Mr. Hosmer was born in Columbia, Conn., September 26, 1812, being the son of Stephen Hosmer, a substantial merchant of that place. He graduated from Yale College in 1838, and studied law, first in New Haven with Silas Mix, and then with General James R. Lawrence, of Syracuse, N. Y. In the fall of 1839, he removed to Chicago, and as stated was admitted to the Bar.

E. D. HOSMER, who is associated with his father, was born at Naperville, Ill., in November, 1843. After graduating from Harvard College in 1865, he traveled throughout Europe for three years. He then took a course in the law department of the Northwestern University, from which he graduated in 1870, and was soon afterward admitted to practice.

ROBERT HERVEY is one of Chicago's earliest and most prominent lawyers, coming to this city from Ottawa, Canada, in 1852, and forming a partnership with Buckner S. Morris and Joseph P. Clarkson. In 1853, Hugh T. Dickey having resigned, Mr. Morris was elected to complete his term as circuit judge, and the senior member of the firm of Morris, Hervey & Clarkson, therefore, withdrew from it. The law firm of Hervey & Clarkson continued successfully in the practice of their profession four years. In 1857, Mr. Hervey formed a partnership with Elliott Anthony, now on the Bench of the Superior Court, and three years thereafter A. T. Galt was admitted to the firm. The connection continued unbroken for seventeen years. As a lawyer, Mr. Hervey has no specialty. His broad education and wide experience, his courteous and affable manners, his business ability, and his eloquence, have combined to make him remarkably successful in criminal cases as well as in suits which involve large property interests. In 1872, he assisted in the defense of the nineteen aldermen indicted for bribery, and only one was convicted. He was retained by the State in the Hopp's murder case, in the defense of the county commissioners,

in the Arthur Devine murder case, and in many other important criminal trials. It is certainly a remarkable "coincidence" that none of his clients ever suffered the extreme penalty of the law. His firm were the attorneys for the non-content stockholders of the Galena & Chicago Union Railway Company, and filed a bill to break up the consolidation with the Chicago & North-Western Road, and the Court decreed full payment of the market value of the stock at the time of the consolidation, which was paid. Mr. Hervey was one of the originators of the Chicago Bar Association, and his good, hardy Scotch blood has been repeatedly recognized by the St. Andrew's Society and the Caledonian Club, of which organizations he has been a member for many years, and often president. He was born in Glasgow, Scotland, on August 10, 1820, his father, Alexander, being proprietor of a plantation in Trinidad. After graduating from the University of Glasgow in 1837, he emigrated to Bytown, now Ottawa, Canada, and studied law with Henry Sherwood, attorney-general of the province of Canada. He was admitted to the Bar in 1842, and the next year married his first wife, Miss Maria Jones, daughter of Dunham Jones, collector of the port of Maitland, Ontario. For ten years he practiced his profession with good success, and, in 1852, came to Chicago, as the city which promised the fairest for young men of energy and ability. That the promise has been realized is clearly shown by the record which he has made as lawyer and citizen for the past thirty-three years. In 1861, Mr. Hervey was married to his second wife, Miss Frances W. Smith.

WILLIAM H. STICKNEY was born in Baltimore, Md., November 9, 1809. He was a student of Transylvania University, of Lexington, Ky., and read law in the office of Este & Haines, one of the most prominent legal firms of Cincinnati. He was admitted to the Bar in 1831, and in that year, became the partner of the Hon. Robert T. Lytle, then a member of Congress from the district; the law firm was Lytle & Stickney. In 1832, Mr. Stickney was nominated on the Democratic ticket for State's attorney of Hamilton County, but that ticket met a defeat that year. In February, 1834, Mr. Stickney came to Shawneetown, Illinois, and in company with the Hon. Henry Eddy, one of the most classic scholars and learned lawyers of this State, at that time, traveled on horseback to Vandalia, then the seat of Government, and his certificate of admission to the Bar of Illinois was issued there, dated the 4th of March, 1834, and antedates that of any lawyer now residing in Chicago. In this connection, the Chicago Legal News of December 15, 1883, stated: "SCATES & STICKNEY.—A correspondent, reading our answer to the letter in our last issue, that Walter B. Scates and William H. Stickney were the two oldest Illinois lawyers in commission, living at this time in Chicago, says, it is a strange coincidence, that Hon. Walter B. Scates, who was appointed by the Legislature, about the year 1836, circuit judge for the Third Judicial District, composed of fourteen of the southern counties of the State, and that Hon. W. H. Stickney, who was appointed by the Legislature, in 1839, State's attorney for the same Judicial District, and rode the Circuit with Judge Scates, should both, after the lapse of nearly fifty years, be living in Chicago, and practicing law here. We are told that this Circuit was composed of the following counties: Marion, Jefferson, Perry, Franklin, Jackson, Union, Alexander, Pulaski, Massac, Johnson, Pope, Hardin, Gallatin and Hamilton. This circuit reached from Cairo to the Wabash River, and extended as far north as the northern part of Marion County. Mr. Stickney was admitted to the Illinois Bar, on the fourth day of March, 1834, and to the Bar of Circuit and District Courts of the United States for the State of Illinois, on the third day of June, 1839." He was editor and proprietor of the Gallatin Democrat and Illinois Advertiser, 1835-36, at Shawneetown. In 1839, he was elected by the Legislature of Illinois, State's attorney for the Third Judicial District, composed of thirteen counties, extending from the Wabash to the Mississippi River. In 1846, he was elected a representative from Gallatin County; and was a prominent, laborious and useful member of the session of 1846-47. He married at Carmi, White County, February 11, 1837, Elizabeth Weed, daughter of Hugh M. Weed, a young lady of extraordinary intellectual power, pleasing manners and generous character. She died at Chicago July 30, 1849. In 1852, he was married to Cornelia, eldest daughter of the Hon. Judge Henry Brown, deceased, of Chicago. Mrs. Stickney is still living. Mr. Stickney was elected alderman of the city from the Eighteenth Ward, in 1854, and appointed by Mayor Milliken, chairman of the Judiciary Committee. He was city assessor of the North Division, appointed by Mayor Wentworth, in 1860. He was elected by the Council, police justice of the city in 1860, and held the office of justice of the peace for thirteen years, with other offices to which he was elected by the people. In November, 1875, he was elected, on the Reform ticket, a member of the House of Representatives from Cook County, and served his term at Springfield in the session of 1875-76. In the first volume, it is mentioned to his credit, that he refused an office, the commission for which was

granted him, on a technical exception to the misnomer of the office of police magistrate, the opposing ticket to that on which his name was contained, being printed "For police justice," instead of Police Magistrate. Years afterward, in 1871, he was elected a police magistrate by a large majority, but was refused, with others, a commission by Governor Palmer, in whose opinion the office of police magistrate, in the City of Chicago, had been abolished by the Constitution of Illinois in 1870. After the argument of an agreed case, to test the question, the Supreme Court of Illinois held with Governor Palmer. Since that decision police magistrates have been selected from the justices of the peace by the mayor and Council. Mr. Stickney has now retired from public life and the active practice of his profession, but still retains, at the age of seventy-five years, full vigor of mind and unusual energy, continuing occasionally to make his appearance in special cases in our courts.

SIDNEY SMITH, chief-justice of the Superior Court of Cook County, dates his term of six years from November, 1879. No judge upon the Bench is more respected for the solid qualities of knowledge of the law and broad judgment in arriving at the motives of men. He was born in Washington County, N. Y., May 12, 1829. At the age of twenty he completed his academic studies, when he began the study of law with Messrs. Church & Davis, among the ablest lawyers of New York City. Two years thereafter he was admitted to the Bar at Albion, where his present associate upon the bench, William K. McAllister, practiced law for so many years. Judge Smith came to Chicago in 1856, and a few months later joined Grant Goodrich and W. W. Farwell, forming the firm of Goodrich, Farwell & Smith, whose fame soon extended over the Northwest. From 1857 until the spring of 1859, Mr. Goodrich traveled abroad because of ill health, and served as one of the judges of the Superior Court of Chicago from that time until 1863, when he returned to his position in the firm which he had founded. In 1870, when Mr. Farwell was chosen a judge of the Circuit Court, the partnership was dissolved. Judge Smith then resumed the practice of his profession, and for nine years continued to build up the substantial reputation which he had made during his previous labors of nearly a quarter of a century. In November, 1879, he was elected to his present position, performing his arduous and complex duties with the facility which only comes to a mind thoroughly trained in the principles of common law and possessed of great stamina.

JOHN VAN ARMAN was born in Plattsburgh, Clinton Co., N. Y., March 3, 1820, the son of John and Tamar (Dewey) Van Arman. He was the youngest of fourteen children, and having lost his mother when he was only five years of age, went to live with a farmer. When he grew older, not liking either his master or his occupation, he ran away, to shift for himself. He taught the district school, obtained some Latin and Greek through his own efforts, and commenced the study of law at his old home, when seventeen years of age. He first studied under William Swetland, and finished at Troy, under George Gould, the son of Judge Gould, principal of the Litchfield Law School. In 1840, Mr. Van Arman was admitted to the Bar in New York City, and immediately commenced practice in Marshall, Mich. There he became the attorney for many of the leading lumber firms, being also the legal representative of extensive manufactories at Muskegon. In 1842, his business in the United States courts of defending his clients for alleged trespasses upon Government lands, and in the conduct of other suits, frequently brought him to Chicago, where he soon attained a good standing and a wide acquaintance. In 1851, on behalf of the Michigan Central Railroad Company, he prosecuted forty men for throwing cars from the track, of whom twelve were convicted and sent to the penitentiary, and three of them died during trial. They were defended by William H. Seward and others. In May, 1858, he located permanently in Chicago, and became a member of the firm of Walker, Van Arman & Dexter, largely engaged in business connected with railroads. From 1858 to 1862, Mr. Van Arman was the attorney for the Chicago, Burlington & Quincy Railroad Company. During the latter year he raised the 127th Illinois Infantry, bearing the bulk of the expense, and was commissioned its colonel. Ill health, however, obliged him to resign, and go to California, where he remained some time, resuming practice in the beginning of 1865. He at once entered into a partnership with Henry G. Miller, with whom he remained up to the time of the fire, when he lost property worth \$25,000, and a fine library, not yet placed upon the shelves. Since that time he has practiced mainly alone. Since coming to Chicago, Colonel Van Arman has had a very important and lucrative practice, principally of a civil nature. He has, however, been engaged in several of the most important criminal cases of early times, such as the Jumpter murder (better known as the "barrel case") and the Birch-house case. He was married, in March, 1841, to Annina Convis, daughter of General Ezra Convis, who, at the time of his death, was speaker of the Michigan House of Representatives. They have had three children: the one now living is the wife of James Bradish, of Grand Crossing, Col.

SIDNEY THOMAS was born October 3, 1837, in Calhoun County, Mich. He is a son of Rev. David and Melissa (Rhodes) Thomas, both of his parents being of New England descent. His father was, for four years, a missionary among the Pottawatomies in Grand River Valley, Mich., and was for thirty years a member of the Michigan Conference of the Methodist Episcopal Church. His early educational studies were pursued under the disadvantages attending the itinerant life of his father; but at the age of seventeen he began a more regular course of study, teaching during the winter months and attending school during the spring and fall—first, at Olivet, Mich., and, later, in the State University at Ann Arbor, Mich. In 1858, he began the study of law in the office of Brown & Greenough, of Marshall, Mich. In 1859, he graduated from the law department of Michigan University, and, having passed his examination before the Supreme Court, was, that year, admitted to the Bar of Detroit. In 1860, he commenced practice in Marshall, Calhoun Co., Mich., and for about one year was associated with Hon. Henry W. Taylor, formerly one of the judges of the Court of Appeals, of New York, and afterward he served two terms as county judge. Subsequently, he formed a co-partnership with William D. Adams, a former law student in his office, which continued until he came to Chicago, in 1865, where he rapidly established a varied and lucrative practice. Among the many important civil suits in which he has been successful, may be mentioned that of the Kenosha County Bank, in which Mr. Thomas defended the stockholders, many of them citizens of Chicago, against the attempt of the president to charge them with fictitious liabilities involving a large amount. In this long litigation, Mr. Thomas was associated with Hon. Matt. H. Carpenter. In criminal practice he successfully defended Miss McKee, indicted for the murder of Constable McElligott, whom she shot while, in the performance of his official duty, he was attempting to distrain her household goods. He published, in 1871, a treatise entitled "Outlines of Practice in the Supreme Court," which received very favorable comment. In the fire of 1871, he was entirely burned out. Subsequently, he traveled quite extensively, and, in 1879, went abroad, visiting, during his absence, London, Paris and other places of interest. In 1872, he was the candidate of the Liberal Republicans for State's attorney. He was a delegate to the National Convention at Cincinnati, which nominated Horace Greeley for the presidency, and stumped the State for him in the ensuing campaign. Mr. Thomas is a member of the Law Institute and of the Philosophical Society, being president of the latter association. He married, in 1860, Miss Alice Carrier, of Calhoun County, Michigan, a sister of Professor O. M. Carrier, of Olivet College.

GENERAL JOHN L. THOMPSON was born in 1835, in Plymouth, N. H., the son of William C. Thompson, a noted lawyer of that place. His grandfather, Hon. Thomas W. Thompson, was formerly speaker of the House of Representatives of New Hampshire, and United States Senator from that State. His father practiced law in Salisbury, N. H., the birth-place of Daniel Webster, and it was in his office that Webster studied law. John L. Thompson took a preparatory course at Meriden, N. H., entering Dartmouth College in 1852, and remaining two years; after which he entered Williams College, where he continued his studies one year. He commenced the study of the law in the office of the Hon. F. H. Dewey, in Worcester, Mass., attending the law school at Poughkeepsie, N. Y., for a brief period; and in 1856, he entered Harvard Law School, from which he was graduated in 1858, and during that year was admitted to the Bar in Worcester. He then went to Europe, continuing his studies at the universities of Berlin, Munich and Paris, and returning to America in 1860. During that year he came to Chicago, and entered the office of Scammon, McCagg & Fuller, as a clerk and student. At the breaking out of the Civil War, he enlisted as a private in the Chicago Light Artillery, in which he was afterward corporal. Returning to the East in 1862, he was commissioned lieutenant in the 1st Rhode Island Cavalry, and was subsequently transferred to the 1st New Hampshire Cavalry, of which he became colonel, and was afterward breveted brigadier-general. Among the many engagements in which General Thompson took an active part, were the battles of Front Royal, Cedar Mountain, second battle of Bull Run, Chantilly, Fredericksburg, Chancellorsville, Gettysburg (where his command captured a portion of the rear guard of Lee's army). These battles were fought under Generals McDowell, Pope, Burnside and Hooker. Under General Mead, who then commanded the Army of the Potomac, he participated in the fights at Bristow's Station and Auburn, and was with the raids made under Generals Stoneman and Wilson. In the valley of the Shenandoah, under Sheridan, he took part in the battles of Fischer's Hill, Waynesboro' and Cedar Creek. He was mustered out of service in 1865, and resumed his studies in the office of Scammon, McCagg & Fuller. In the spring of 1866, he commenced the practice of his profession on his own account, and in the following October formed the partnership, which still con-

tinues, with Norman Williams, under the firm name of Williams & Thompson. General Thompson traveled over the Rocky Mountains and on the Pacific Coast for his health in 1882, and was materially benefited by the trip. He was alderman of the city from 1876 to 1878. In 1870, he was the Republican candidate for the State Constitutional Convention, and is now prominently connected with the work of the Citizens' Association of Chicago. He was married, in 1866, to Miss Laura Chandler, daughter of Samuel C. Chandler, of Peacham, Vt. They have two children, Leverett and Susan, both of whom are now being educated in this city.

HENRY S. MONROE, a practising lawyer of long and high standing in Chicago, was born in Baltimore, Md., February 9, 1829, the son of Dr. Henry and Sylvia (Thomas) Monroe. He passed his early boyhood in Broome County, and prepared for college at Oxford, N. Y. At the end of three years he entered the junior class of Geneva College, N. Y., graduating, in 1850, as valedictorian of his class. He studied law in the office Henry R. Mygatt, of Oxford, for a time, and, after teaching school for a few terms, was admitted to the Bar in 1853. Mr. Monroe purchased a few books, and at once came to Chicago, where he was acquainted with Stephen A. Douglas. Encouraged by him, he opened an office early in 1854, his first case being entitled *Martin O. Walker vs. John Frink*, his client being successful. Of late, Mr. Monroe has been largely interested in real-estate litigations. He formed a partnership with William J. Tewkesbury in October, 1882. Mr. Monroe has been quite unfortunate in the matter of loss by fires. In 1871, he possessed one of the largest law libraries in the Northwest, which was destroyed in the great fire. He was also a sufferer by the Grannis Block fire in 1885. Mr. Monroe was married in 1856, to Miss Mattie Mitchell, daughter of William B. Mitchell, of Akron Ohio.

EDWARD S. ISHAM, of the prominent firm of Isham & Lincoln, was born in Bennington, Vt., January 15, 1836, the son of Pierre-pont and Samantha (Swift) Isham. On account of ill health, he spent several years prior to 1852 in South Carolina. During that year, he went to Groton, Mass., where he prepared for college at Lawrence Academy. While attending Williams College he commenced to read law, and after his graduation, in 1857, he continued his studies in his father's office. He next took a course in the law school at Cambridge, Mass., and was admitted to the Bar at Rutland, Vt., in 1858. In October of that year, he came to Chicago, and commenced practice, forming a partnership with James L. Stark, a Vermont acquaintance. The firm of Stark & Isham was dissolved in 1863, and Mr. Isham was elected to the Legislature the next year. While thus serving, he was a member of the judiciary committee. Soon afterward he went to Europe, remaining abroad about two years. Upon his return he practiced alone until 1872, when, with Robert T. Lincoln, the present firm of Isham & Lincoln was formed. Mr. Isham's practice has always been of a high grade, being mostly confined to the chancery and Federal courts, and he has established a reputation as one of the safest counselors and ablest lawyers at the Bar. He was married, in 1861, to Miss Fannie Burch, of Little Falls, Herkimer Co., N. Y., and has four children, two sons and two daughters.

ROBERT T. LINCOLN, the only surviving son of Abraham Lincoln and Mary (Todd) Lincoln, was born at Springfield, Ill., on August 1, 1843. From early childhood his parents gave him a thorough education. When seven years of age he was sent to the academy of Mr. Estabrook, in Springfield, and after remaining there three years, entered the Illinois State University, at Springfield. He also attended Phillips' Academy, Exeter, N. H., and Harvard College, graduating from the latter institution in 1864. Entering the Harvard Law School, he left in February, 1865, to accept a commission in the United States army, as captain and assistant adjutant-general on General Grant's staff. Shortly after the surrender of General Lee, he resigned, and commenced the study of law in Chicago, being admitted to the Bar in 1867. As the junior member of the firm of Scammon & Lincoln, he at once commenced the practice of his profession, but the partnership being soon dissolved, he continued in practice alone until 1872, when he went to Europe for six months. Upon his return he formed the partnership with Edward S. Isham, which has continued ever since. In 1876, Mr. Lincoln was appointed supervisor of South Chicago, and in 1880, represented Cook County in the Illinois State Convention at Springfield, which nominated delegates to the Chicago National Convention. He was chosen one of the electors on the Republican ticket for the State. Early in the year, he was appointed by the governor one of the trustees of the Illinois Central Railroad. His greatest honor, however, came to him upon the accession of James A. Garfield to the presidency, when, as a tribute to his ability and sterling qualities, and as a graceful acknowledgment that his father's memory was still green in the hearts of the people, he was appointed Secretary of War. His administration of the affairs of the department was marked by decision and breadth of view. During the choice of President Arthur's successor his name was

repeatedly mentioned for second place upon the National ticket. Not alone for the sake of his beloved father, but for his own worth, is Mr. Lincoln esteemed and honored by his associates, his clients and his friends.

OLIVER HARVEY HORTON is senior member of the firm of Horton, Hoyne & Saunders. He removed to Chicago from New York, in May, 1855, when nineteen years of age, and, after engaging in various commercial pursuits for the succeeding five years, commenced the study of law with Hoyne, Miller & Lewis, in June, 1860. From that time until the present, as law student and partner, he has been connected with Thomas Hoyne and Thomas M. Hoyne, in the same office in which he is now located. It is doubtful whether as much can be said of any other lawyer in the city of Chicago. Mr. Horton was born in Cattaraugus County, New York, October 20, 1835, his father, Harvey W. Horton, being a Baptist clergyman and a native of Vermont. He received his education at home and in the academy at Kingsville, Ohio, soon after which he came to Chicago. He was admitted to the Bar in 1862, and, in 1863, having taken a partial course in the University of Chicago, he graduated from that institution with honor. Mr. Horton was associated with Thomas Hoyne and Benjamin F. Ayer from January, 1864, until 1865, the firm name being Hoyne, Ayer & Horton. During the latter year, Mr. Ayer withdrew and the partnership of Hoyne & Horton was formed, which continued until January 1, 1867, when Thomas M. Hoyne became the third member of the firm. For twelve years, Burrows M. Saunders has been connected with the firm, and in 1881 became a member of it. Since the death of Thomas Hoyne, in July, 1883, the firm has consisted of O. H. Horton, Thomas M. Hoyne and Mr. Saunders. Mr. Horton has for many years been acknowledged to be among the leading members of his profession, and has been honored with important positions. He was for many years, and still is, an active trustee of the Northwestern University and president of the joint board of management of the Law School; also a prominent member of the Bar Association and Law Institute, having been president of the latter, treasurer during the trying period of the fire, and for many years a member of the executive committee. Mr. Horton has been actively and prominently identified with the Young Men's Christian Association, of which he has been vice-president, a member of the board of management, and chairman of the lecture committee. For fifteen years he was a trustee of the Grace Methodist Episcopal Church, and is now an officer of the Trinity Methodist Episcopal Church. In 1880, he was sent as a lay delegate to the General Conference at Cincinnati, and, in 1881, to the Ecumenical Conference held in London. Mr. Horton being one of the twenty laymen who represented this country in that grand body.

THOMAS MACLAY HOYNE, the second son of Thomas and Leona (Temple) Hoyne, was born at Galena, Ill., July 17, 1843. During the next year, his parents returned to Chicago. He graduated from the high school, and, in 1866, from the law department of the Northwestern University. Mr. Hoyne at once commenced practice, and, in 1867, became a member of the firm of Hoyne, Horton & Hoyne. He is still connected with Mr. Horton, the firm being Horton, Hoyne & Saunders. Mr. Hoyne was the first president of the Chicago Democratic Club, which subsequently was transformed into the Iroquois. He has never been an active politician, the only position to which he has ever been nominated (and that was an unwelcome surprise to him) being the supervisorship of the South Town, which office had formerly been held by Robert T. Lincoln. Mr. Hoyne married Miss Jeannie T. Maclay, daughter of Moses B. Maclay, a prominent lawyer of New York. The family was originally one of the most substantial in Scotland, and among its representatives in New York City was William B. Maclay, an uncle of Mrs. Hoyne, and a member of Congress, who greatly assisted Thomas Hoyne as a struggling youth. In the family of Rev. Archibald Maclay, one of the most brilliant Baptist divines who ever preached in America, Thomas Hoyne resided for a time. It was in grateful remembrance of this early friendship that Mr. Hoyne received from his father the name Maclay. While Mr. Hoyne has not confined his practice to any special branch of the law, he has, perhaps, been better known in real estate law and chancery practice.

HON. FRANCIS A. HOFFMAN was born in Herford, Westphalia, Prussia, in 1822. He received a classical education and training at the Royal Frederick William Gymnasium. Emigrating from Prussia he arrived in New York in September, 1840. He shortly afterward came to Chicago, and found employment as a teacher of a German school, at Downer's Grove. While thus engaged, he studied theology under the auspices of the German Lutheran Synod of Michigan, and was subsequently ordained and placed over the congregation at Dunkley's Grove. While pastor, he was also for a time editor of the *Illinois Staats Zeitung*, then a weekly paper. Mr. Hoffman also edited a missionary monthly, published at Ann Arbor, Mich., and frequently wrote for the *Chicago Democrat*,

published by John Wentworth. In 1842, he was a delegate from Du Page County to the celebrated river and harbor convention at Chicago. In 1847, he was placed in charge of the German Lutheran Church at Schaumburg, Cook County. He removed to Chicago in 1852, entering the law office of Calvin DeWolf as student. Soon he became active in local politics, and was elected alderman for the Eighth Ward in 1853. After being admitted to the bar, he opened an office for the practice of law, and entered into real estate operations, in which he greatly prospered. He published, annually, a report of the mercantile, industrial and financial interests of Chicago, and had thousands of copies distributed in Germany and Switzerland. He was appointed consul for several of the governments of Germany. In 1854, he opened a banking house, meeting with great success, but owing to the panic caused by the Rebellion, in 1861 the house of Hoffman & Gelpcke, like numerous others, was forced to make an assignment. In 1856, he was elected lieutenant-governor. He filled that office from 1861 to 1865, and worked hand in hand with Governor Yates in the military preparations and the multitude of other public services of those momentous years. Mr. Hoffman was nominated as a candidate for Lincoln presidential elector, by the Republican Convention, in 1864. He was intrusted with the chief management of the campaign, as far as the Germans were concerned, and traveled many miles, making a host of speeches. He was commissioner of the foreign land department of the Illinois Central Railroad Company, from 1862 to 1866, and was instrumental in inducing thousands of German families to settle in the central part of the State. At the request of German capitalists, the International Bank of Chicago was organized by Mr. Hoffman, and he was its president and cashier for several years. After the fire, he was president of the bankers' committee, and greatly through his labors the plan was adopted by which accounts were to be opened and deposits received. By this prompt action, a general panic was undoubtedly averted. In 1875, Mr. Hoffman retired from business, and is now residing on his model farm in Jefferson, Wis. He there conducts his agricultural operations with the same system and ability which have marked his efforts in so many walks of life. His contributions to agricultural journals are also considered of great practical value. Mr. Hoffman was married in 1844, to Miss Cynthia Gilbert, an American lady. Their children, now living, are Francis A., Jr., of the law firm of Brandt & Hoffman, Chicago; Julius C., who was educated in the best medical universities of Berlin and Vienna, and at Rush Medical College, but now retired from practice, and living at Jefferson; G. Adolph, physician in charge of the Cook County Infirmary; and Gilbert, a farmer of Jefferson.

GEORGE W. SMITH was born in Brooklyn, N. Y., January 8, 1837. At the Albany (N. Y.) Academy he attended school from 1843 to 1854, with the exception of a year which he spent in the office of the Benton & Albany Railroad Company. In 1854, he went to Helena, Ark., to teach school. The enterprise was abandoned, but Mr. Smith, not to be out-done, established a school of about fifty scholars, twelve miles out in the country, and taught it about one year. In the spring of 1856, he returned to Albany and commenced the study of law in the office of John H. Reynolds; he also took a full course at the Albany Law School. He removed to Chicago in 1858, and opened a law office at No. 10 South Clark Street. In 1862, he raised a company, in which he enlisted, and which was recruited largely in Tonica, LaSalle County, and along the Illinois Central Line. He was elected captain, the company, "A," being assigned to the 88th Illinois Volunteer Infantry. Captain Smith served with that organization until he was mustered out, being absent only when wounded, and not missing one of the engagements in which it participated. He was promoted major in 1864, and lieutenant-colonel in 1864; was breveted colonel for meritorious services at Franklin, and brigadier-general for the fine record he made during the War. When his regiment was mustered out, Colonel Smith returned to engage in the practice of his profession, to which he has since confined himself, with the exception of the years 1867 and 1868, when he served as State treasurer of Illinois.

THOMAS G. ASAY, son of John and Eliza Asay, was born in Philadelphia, on September 17, 1825. He received his education in the private schools of his native city. He was, in his early manhood, an active minister of the Methodist Episcopal Church, and was engaged in itinerant work in the South for some time prior to 1852, at which time, although in good standing, he resigned his ministry, and began the study of law in New York, where, at the same time he engaged in literary pursuits, contributing to the leading periodicals and becoming favorably known among the literateurs of the city. Early in the spring of 1855, he was admitted to the bar, and, in 1856, removed to Chicago and entered into the practice of his profession, where he soon attained high rank as an advocate and pleader, especially in criminal cases, in which department he has few superiors among the members of the Chicago Bar. He has, in later years, confined himself largely to office work in commercial law cases. For thirty years he has been in continuous and success-

ful practice in Chicago, except while abroad. He has throughout that long period retained his literary tastes, and, as a bibliophile, is widely known, both in this country and in Europe. His library is one of the best and largest private collections of rare books in the country. He is the pioneer book-collector of Chicago, and is an unerring judge of rare books, for which he still keeps up an untiring search. His collection contains upwards of one thousand eight hundred volumes, many illustrated and printed on vellum. Among his pet books may be mentioned a set of Robert Burns in twelve volumes, profusely illustrated with portraits and views, and containing twenty of the originals of as many of his songs and ballads, besides forty-seven letters of various members of the Burns family. Mr. Asay visited Europe in the spring of 1871, and remained abroad two years. He re-visited Europe in 1882, making an extended tour through Russia and Spain. He has been an Odd Fellow for thirty years, and has taken all the Masonic degrees to the thirty-second. He is at present a member of Apollo Commandery, No. 1, K. T., and of Oriental Consistory, 32°, S. P. R. S., of Chicago. He married, in 1849, Emma C. Oliver, daughter of James C. Oliver, of Pottsville, Penn. They have four children.—one daughter, Madeleine; and three sons, W. C., a lawyer, in partnership with his father, and E. G. and James F., engaged in manufacturing pursuits in Chicago.

GEORGE E. ADAMS was born in Keene, N. H., in June, 1840, the son of Benjamin F. and Louisa (Redington) Adams. In 1853, his parents removed to Chicago. Prior to this date he had received a common and high school education, and when he was sixteen years of age he entered Harvard College, and after pursuing a full course was graduated in 1860. He studied at the Dana Law School, Cambridge, Mass., and, after graduating, was admitted to the Bar in 1865. Since that date, Mr. Adams has built up an exceptionally good practice in his profession. Not alone has he achieved distinction in the legal profession, but, in November, 1880, he was elected by the voters of the Sixth Senatorial District to represent them in the Legislature. This position he occupied until March 3, 1883, when he resigned, in order to avail himself of his election to the forty-eighth Congress. He was elected on the Republican ticket; and this election testifies, as nothing else probably could, his popularity, as his opponent on the Democratic ticket was Judge Lambert Tree, who is without doubt as personally popular and of as high legal standing as any citizen of Chicago. But the election was a question between two contending forces, probably of equal legal and personal merits, but the politics of Mr. Adams decided the question in his favor. In November, 1884, he was elected, without the least difficulty, for a second congressional term. In 1871, he was married to Miss Adele Foster, daughter of Dr. John H. Foster, for many years one of the most prominent and honored citizens of Chicago. They have three children—Franklin Everett, Isabel and Margaret.

HARVEY B. HURD was born February 14, 1828, in Huntington, Fairfield Co., Conn. Until he was fourteen years of age, he lived upon his father's farm, picking up such scraps of knowledge as he could, and, in May, 1842, he entered the office of the Bridgeport Standard to learn the mysteries of the art preservative. In the spring of 1844, he went to New York, working for a time with Gould & Banks, the law-book publishers. The boy had the honor of "setting up" Daniel Webster's brief in the famous Girard case, and it is thought that in this way he obtained his first inspiration to become a lawyer. He returned to Bridgeport in the fall of 1844, and the same fall, with ten other young men, he started for Jubilee College, Peoria Co., Ill. He removed to Chicago, arriving on January 7, 1846, the possessor of only fifty cents in cash. The proprietor of the Illinois Exchange sheltered him until he obtained employment with the Evening Journal. He afterward worked in the office of the Prairie Farmer, and then studied law with Calvin DeWolf, being admitted to the Bar in 1848. The next year he formed a partnership with Carlos Haven, afterward State's attorney; then with Henry Snapp, late a member of Congress; and in 1850 associated himself with A. J. Brown, their business being principally in the real estate line. Becoming proprietors of two hundred and forty-eight acres of land, they laid it out as a part of Evanston, Mr. Hurd being among the first to locate there, in the fall of 1855. At this time, and long afterward, he was a vigorous anti-slavery agitator. He was a member of the Buffalo Convention of 1860, and of the committee that formed the plan of organization. In 1862, Mr. Hurd formed a partnership with Henry Booth, late judge of the circuit court and lecturer in the law department of the University of Chicago. In 1868, he withdrew from the firm, with the intention of retiring from practice. In April, 1869, he was appointed one of the three commissioners to revise the general statutes of the State. One of his co-workers was soon thereafter sent to the Legislature, and the other, after serving for a time, withdrew from the laborious task, leaving Mr. Hurd to finish it alone, which he accomplished with the adjournment of the XXVIII General Assembly, in April, 1874. This Assembly appointed him

to prepare and edit the State edition of 1874. He has since edited the four editions published by the Legal News Company. In 1875, he was elected to a Chair in the Union College of Law, as Professor of Pleadings, Practice, and Common and Statutory Law. He continues in the general practice of his profession. Mr. Hurd was married, in May, 1853, to Cornelia A. Hilliard, daughter of Captain James H. Hilliard, of Middletown, Conn. In November, 1860, he was married a second time to Sarah G., the widow of George Collins, of Chicago. Mr. and Mrs. Hurd have two living children—Eda I., the wife of George S. Lord, and Nellie, the wife of John Comstock.

ELLIOTT ANTHONY is by birth a Quaker, and is descended from a long line of ancestors of that faith. He was born in Onondaga County, New York, June 10, 1827. In 1845, Elliott went to Cortland Academy, where he fitted for college, and, in the fall of 1847, entered Hamilton College. There he spent three years, graduating in 1850, with high honors. He immediately commenced the study of law with Prof. T. W. Dwight, now the head of the Columbia College Law School in the city of New York. In May, 1851, he was admitted to the Bar of New York. In June he came West, and spent one year at Sterling, Ill. He returned East in July following, and on the 14th of that month was united in marriage to Mary Dwight, a granddaughter of President Dwight, of Yale College, and sister of Prof. T. W. Dwight above mentioned. In November, he took up his abode in Chicago, with the outfit of a brave and noble wife, a copy of Blackstone's Commentaries, and eight dollars in his pocket. With the aid of his wife, in two years, he prepared and published a Digest of the Illinois Reports. In four years after, he was elected city attorney and then corporation counsel. He was one of the principal promoters of the Law Institute, drawing up the charter, and taking it to Springfield, and having it passed; and largely through his efforts the Bar of the City of Chicago is indebted for the magnificent library to which hundreds now resort. In 1858 or 1859, he was appointed general solicitor of the Galena & Chicago Union Railroad, which position he held until that corporation became consolidated with the Chicago & North-Western Railway Company. When that took place, Mr. Anthony was employed by the non-consenting stockholders and bondholders, and engaged in a litigation to break up the consolidation. He prepared a work embodying the law upon the subject of Consolidation of Railroad Companies, which was a masterly presentation of the subject. The case was argued before Judge Davis of the United States Supreme Court and Judge Treat of Springfield, and resulted in favor of Mr. Anthony's clients. Mr. Anthony early took a part in the formation of the Republican party, and for more than a quarter of a century has been a leader in that organization. He has twice been elected to constitutional conventions called by the people to revise the Constitution of the State—the first time in 1862 and the last in 1869-70. In the last he took a conspicuous part, and was chairman of the executive committee that framed the article in our present Constitution relating to the executive department. In 1880, he engaged in the great contest in this State over the election of delegates to the National Republican Convention, was selected a delegate to that convention, and aided in the nomination of General Garfield to the office of President. In November of that year he was elected judge of the Superior Court of this city by a large majority. From the very first day that he took his seat upon the Bench until the present time, he has devoted himself to the duties of the office with the most untiring zeal and constant study. Judge Anthony has been identified with many of the public improvements of Chicago, such as the establishments of graded streets, water works, public parks, public library and cemeteries. In 1876, he was called again to the position of corporation counsel under Mayor Heath, and took a conspicuous part at that time in the great reform movement in connection with the late lamented Thomas Hoynes. At the time of the great fire he had, in addition to a large library, a choice miscellaneous library of over three thousand volumes, about one-half of which he saved by burying them in his garden, although most of his illustrated books and encyclopedias were burned. Judge Anthony has been twice married—his first wife dying in the year 1862, and his second wife, who was a sister of his first, dying in May, 1870. By his first wife he had four children—a daughter of rare accomplishments, who died while on a visit to Europe when grown to womanhood, and three sons, one now a practicing lawyer in Chicago, one a student of medicine at the Berlin University, Germany, and the youngest a member of the class of 1885, in Amherst College. Judge Anthony belongs to the second generation of pioneers in Chicago, whose progress has been aided so much by the energy and enlightened wisdom of her settlers.

CHARLES A. DUPEE, son of Jacob and Lydia (Wetherbee) Dupree, was born May 22, 1831, in West Brookfield, Mass. Having received his preparatory education at the academy in Monson and at Williston Seminary, East Hampton, Mass., he entered Yale College in 1850, and graduated, with honors, in the class of

1854. He came to Chicago in November of the same year, and became principal of Edwards Academy, where he taught six months. He then spent some months in travel. On his return to Chicago, in the fall of 1855, he was appointed principal of one of the public schools, holding that position one year. When the Chicago High School was established in 1856, it was placed in charge of Mr. Dupee. Under his supervision the institution was organized, and a course of study inaugurated which has stood the test of twenty-five years, with only slight changes. In addition to the faithful performance of the duties of principal, he wrote and published much on educational topics, and was the editor of the Illinois Teacher, a monthly periodical devoted to educational interests. He also began his preliminary law studies. In 1860, he resigned, and entered the Harvard Law School at Cambridge, Mass., subsequently completed his studies in the office of Gallup & Hitchcock, Chicago, and was admitted to the Bar, by the Supreme Court of Illinois, in 1861. At that time he was tendered the presidency of the State Normal School of Illinois, and also the Latin professorship in Chicago University, both of which situations he declined. Immediately after his admission, he began the practice of his chosen profession. In 1862, he formed his first law partnership with Jacob A. Cram, under the firm name of Dupee & Cram. This firm was dissolved in 1864, and Mr. Dupee became a member of the firm of Hitchcock, Dupee & Evarts. On the retirement of Mr. Evarts in 1872, the firm became Hitchcock & Dupee. In 1876, Noble P. Judah was admitted, and the style changed to Hitchcock, Dupee & Judah. On the death of Mr. Hitchcock, which occurred May 6, 1881, the business was continued by the surviving partners under the name of Dupee & Judah, afterward as Dupee, Judah & Willard. In his professional career, Mr. Dupee has attained high rank as an able lawyer and safe counselor. He married, in December, 1863, Miss Jennie Wells, daughter of Henry G. Wells, an early settler of Chicago. She died January 22, 1881. On March 27, 1883, he married Miss Bessie B. Nash, of Mack-acheek, Ohio. He has five children.

CHARLES CARROLL BONNEY, son of Jethro May and Jane C. (Lawton) Bonney, was born September 4, 1831, at Hamilton, N. Y. His father owned a fertile and beautiful farm in the vicinity of the village, situated on what is still known as Bonney Hill. There, young Bonney spent his youth, working on the farm, and attending the public schools, Hamilton Academy, and lectures at Madison University. He subsequently taught common and academic schools in New York and Illinois until he was twenty-one. He studied law while engaged in teaching, and was ready for admission to the Bar before attaining his majority. He came to Illinois September 28, 1850; located at Peoria on October 15 of that year; was admitted to the Bar of Illinois September 23, 1852; and to that of the United States Supreme Court January 5, 1866. From 1850 to 1854, he took a leading part in the work of establishing the present educational system of Illinois, delivering many addresses, and actively participating in the proceedings of more than twenty educational conventions and societies in that period. Through his instrumentality, the first State educational convention was called. He was one of the officers in a State Teachers' Institute, and a frequent writer on educational topics. Immediately after his admission to the Bar, he commenced the practice of his profession, which he has continued, with increasing success, until the present time. On September 12, 1860, he removed to Chicago, where he rapidly attained high rank at the Chicago Bar, both for ability and extraordinary knowledge in the varied departments of law embraced in his extensive practice. Space does not permit even a cursory mention of the many important cases in which he has been engaged. In the midst of his arduous professional duties, Mr. Bonney has found time for the performance of much meritorious literary work, in legal, political, financial, and general literature. The following is but a meagre list of his published works: Treatises on "The Law of Railway Carriers" and "The Law of Insurance"; essays on "The Rights of Married Women to Hold Personal Property," "The Doctrine of Insanity in the Criminal Law," "The Powers of Courts and Legislatures over the Railroad Question," "Characteristics of a Great Lawyer," "The True Province of Government," "The True Doctrine of the Tariff," etc. etc. He also edited the poetical works of the late Judge Arrington. Mr. Bonney was elected president of the Illinois State Bar Association in January, 1882, and, in the following August, was elected vice-president of the American Bar Association, for Illinois, succeeding Hon. David Davis in that position. Mr. Bonney has never sought or held political office, but has, since 1852, taken an active interest in State and National politics, and has won a reputation in the various campaigns in which he has taken part, as an eloquent, logical and convincing speaker. Prior to the Rebellion he was a Democrat; during the War, an ardent "War Democrat"; and, since the close of the War, an Independent. He has been president of the Chicago Library Association, and was the author of the agitation which resulted in the establishment of the Chicago

Free Public Library. He was, for several years, one of the managers of the Chicago Athenæum, and was one of the founders of the Chicago Literary Club. Mr. Bonney has been for several years an active member and officer of the Chicago Law and Order League for the enforcement of the laws forbidding the sale of liquors to minors, and has also taken active part in other departments of temperance work. In religious faith, Mr. Bonney is a New Churchman, and has been active as a Bible-class teacher and as president of the State Sunday-school Association. He married, August 16, 1855, at Troy, N. Y., Miss Lydia Pratt; they have four surviving children—two sons and two daughters. Mr. Bonney's public services will be further noticed in our next volume, in connection with the important public movements in which he has been engaged, and which will there be treated.

WILLIAM FITZHUGH WHITEHOUSE, for over twelve years a member of the law firm of Judd & Whitehouse, is a son of the late bishop. He is a graduate of Columbia College. Afterward, he became a member of the firm of Walker & Dexter, and, in January, 1873, associated himself with S. Corning Judd. The partnership continued until May, 1885, when, on account of Mr. Judd's appointment as postmaster, it was dissolved. Of late years, Mr. Whitehouse's headquarters have been in New York City, where, on behalf of his firm, he has built up a large business among railway companies, also represented important foreign interests in this line of corporate practice.

FREDERICK HAMPDEN WINSTON was born in Liberty County, Georgia, November 21, 1839, being the son of Rev. Mr. Winston, a Presbyterian clergyman, and a graduate of Hamilton College and the Princeton Theological Seminary. On account of ill-health, his father removed to Georgia, where he married Miss Mary McIntosh, daughter of General McIntosh. In 1836, Mr. and Mrs. Winston removed to Kentucky, where they both died soon afterward, leaving their son to carve out his own career. There he remained until his eighteenth year, when he returned to Georgia, and engaged in the manufacture of cotton. This occupation not being congenial to his active mind, Mr. Winston decided to study law, and received his preliminary training in the office of William C. Dawson, United States Senator. He afterward took a course in the Dana Law School of Harvard University, from which he graduated in 1852, and completed his legal education with William M. Everts. During the early portion of the next year, he was admitted to practice, and removed to Chicago in the spring, forming a partnership with Norman B. Judd. The firm of Judd & Winston continued in successful practice until Mr. Judd was, by President Lincoln, appointed United States minister to Berlin. He next became associated with Judge Blodgett, who remained his partner until he was elevated to the Bench. The firm of Lawrence, Winston, Campbell & Lawrence was then formed. In December, 1879, F. S. Winston, Jr., and Chester M. Dawes associated themselves with F. H. Winston; but when Mr. Dawes was elevated to the judgeship of the United States District Court, he withdrew from the firm, and R. N. Rhodes became a member. Mr. Winston's practice has been remarkably successful, most of his professional labors being with large corporations, especially railroads. For fifteen years he was general solicitor of the Pittsburgh, Fort Wayne & Chicago Railroad. He is president of the Lincoln Park commissioners, and largely interested in real estate. Mr. Winston is considered one of the ablest men in his party in Illinois, having repeatedly been urged to allow his name to be used on the Democratic ticket for congressional and municipal honors, but he has steadfastly declined to accept any reward for his effective services. He was married, in 1854, to Maria G. Dudley, daughter of General Ambrose Dudley, of Frankfort, Ky. They have six children—Frederick S., Jr., the present corporation counsel; Lillie, the wife of Thomas W. Grover; Dudley W., a student at Yale College; Bertram, Marie W., and Ralph.

JOHN MATTOCKS, a well-known lawyer, is a man of strong intellect and broad views. Inheriting a comprehensive mind from a family of professional men in the Green Mountain State, and possessing the advantages of early training, he stands high in his profession. He is the son of Rev. John and Mary Elizabeth (Brewer) Mattocks, and was born at Keeseville, Clinton Co., N. Y., August 13, 1839. He obtained a classical education at Keeseville Academy, and at seventeen entered the office of Hon. George A. Simmons, a celebrated lawyer of that place, and applied himself to study until 1859, when he came to Chicago and was admitted to the Bar in that year. In 1866, a law partnership was formed with Edward C. Mason, under the firm name of Mattocks & Mason, which continued until 1881, when Mr. Mattocks became associated with his brother and present partner, Walter Mattocks. His business is of an extended character, embracing that of Eastern estates and corporations, all of which have the utmost confidence in him, as evidenced by the large sums that pass through his hands without other security than his high personal honor. He is a safe counselor, with a well-balanced judgment and a keen foresight. As a

jury lawyer, Mr. Mattocks is earnest and logical, and, when aroused, vehement and eloquent. As a judge of human nature, he is rarely mistaken; and, while usually communicative and congenial, is at times unceremonious and abrupt. In politics a Democrat, he has friends in both parties. To his perseverance and friendship, many are indebted for the offices they now fill, and scores from his native county occupy positions through his aid and influence. Mr. Mattocks has twice been a candidate for public office: in 1880, when he was defeated for Congress in the First District (overwhelmingly Republican), and the following year, when he was elected to the board of Cook County commissioners, which for many years had no Democratic representation. During his tenure of the latter office he made a vigorous battle in behalf of hospital reform—involving the present extensive additions to the County Hospital for the Treatment of Infectious Diseases—the present jury system, and the new Insane Asylum, now being erected (with a capacity for one thousand patients). All these measures originated with Mr. Mattocks, and potently attest the public services rendered by him while, for three years, a county commissioner. Mr. Mattocks is now solely engaged in the practice of his profession. His financial ability is indicated by the fact that he has accumulated a handsome property. He was married, March 15, 1868, to Sarah F. Harris, daughter of the late Jacob Harris, of Chicago. They have three children—John, Elizabeth and Esther.

JOSEPH W. MERRIAM, of the firm of Merriam & Whipple, was born in Coos County, N. H., June 14, 1828. After receiving an academic education, and reading law with Messrs. Burns & Fletcher, in Lancaster, for three years, he was admitted to the Bar in 1854, and started for Kansas, by way of Washington. This, however, is as far as he then got toward the West; for he received an appointment in the Post-office Department, which he held for about three years, returning to New Hampshire in 1857, and connecting himself with the New Hampshire Patriot, the leading paper of the State. He found his Washington experience and acquired knowledge of men and affairs of great value to him, and displayed rare talents as a political writer. In the fall of 1859, he was solicited by E. G. Eastman, a former friend and native of New Hampshire, then a resident of Nashville, Tenn., and principal editor and proprietor of the Union and American, the leading Democrat paper in Tennessee, to go with him to Nashville for the purpose of buying the interest of one of his partners; but the plan miscarried, and the young man at once connected himself, as one of its editors and proprietors, with the Memphis Avalanche. In 1860, however, on account of its secession proclivities, he severed his connection with this paper, and commenced the practice of his profession at Memphis, where he continued until in April, 1861, when, finding secession flags were too plentiful, he started for the North, embarking on board the very last steamer allowed to pass Columbus. Stopping at Grinnell, Iowa, for one year, he removed to Chicago in 1862, and formed a partnership with Solomon M. Willson, under the firm name of Willson & Merriam, afterward associating himself with Amos S. Alexander. The partnership of Merriam & Alexander continued fourteen years, after which, Mr. Merriam practiced alone until 1880, when he formed, with John H. Whipple, the present firm of Merriam & Whipple. Previous to 1880, Mr. Merriam's practice had been mainly general in its character, but, since that time, and especially within the past three years, he has made patent law the leading feature.

WIRT DEXTER was born in Dexter, Michigan, about 1833, and is a descendant of distinguished ancestry. His grandfather, Samuel Dexter, of Boston, Mass., was one of the greatest lawyers of his time, and was Secretary of the Treasury during the last year of the presidency of John Adams. Wirt Dexter's father, Samuel, was at one time territorial judge of Michigan, and a good lawyer, as was Samuel's brother, Franklin. Wirt Dexter commenced his education in the common schools of his vicinity, and attended, for some time, the Ann Arbor University, after which, he became a student in an eastern college. From there, he returned to Michigan, and engaged in the lumber business in the northern part of the State, but, deciding that Chicago was a better arena for his abilities, he came to this city in 1865, and entered the office of Sedgwick & Walker, attorneys. He was admitted to the Bar in 1866, and subsequently formed a partnership with Mr. Walker,* the firm name being Walker & Dexter. After Mr. Walker's death, he formed a partnership with Herrick & Allen, the firm name being Dexter, Herrick & Allen; which co-partnership has existed until the present time. After the death of Mr. Walker, Mr. Dexter became general solicitor of the Chicago, Burlington & Quincy Railroad, and he still retains that position. Coming into a large and lucrative practice early in his professional life, he had not the time to devote to wide and general reading in the learning of his profession that less fortunate students often have, but his natural legal mind and fine reasoning powers easily made him the master of all the learn-

* See Railroad History.

ing belonging to any special case. His mind belongs to the order of statesmen rather than of lawyers, which, with his superior business qualifications, renders his advice and assistance of great value in the wide-reaching and multiplex interests of great corporations. Mr. Dexter has been the president, for a number of years, of the Chicago Relief and Aid Society, and has given much of his time and assistance to it. He has never held political office, and, with Republican bias, has been independent in his political actions.

HENRY SEYMOUR AUSTIN, son of Thaddeus R. and Bethia (Fairman) Austin, was born in Otsego, Otsego Co., N. Y., August 29, 1811. Henry received his preparatory education at Hamilton Academy, N. Y., and graduated from Union College, Schenectady, in 1831. He commenced the study of law in the office of James Clapp, of Oxford, and continued his studies with Charles P. Kirkland and Judge Bacon, of Utica. He was admitted to the Bar in New York, in July, 1834, and began the practice of his profession in Otsego County. In 1835, Mr. Austin located at Farmington, Ill., where he resided until the spring of 1837, when he was appointed agent of the Des Moines Land Company, which owned a large part of what was known as the half-breed lands, located in Southern Iowa, and including the site and grounds of old Fort Des Moines. Mr. Austin took his residence at the fort immediately after his appointment. In June, 1837, the United States troops left the fort, leaving him and his young wife the only whites remaining. He was custodian of the Government property and supplies for the Sac and Fox Indians after the garrison left, until the Indians were removed up the Des Moines River. As agent of the land company, he laid out the town of Montrose and the town of Keokuk, afterward being the first practicing attorney in Keokuk. As evincing the estimation in which he is still held, it may be stated that, at a very recent date, he received a memorial from the citizens of Keokuk, petitioning for a portrait of himself, to be placed in the city hall, and a biographical sketch of his life, to be preserved in his remembrance as father of the city, which he founded nearly half a century ago. In consequence of the declining health of his wife, he gave up his agency in 1839, and removed to Farmington, Fulton Co., Ill., where he resumed the practice of his profession. There he lived thirteen years, and gained a wide reputation as a successful and skillful lawyer. During this period, he was for several years a civil magistrate, and in 1846-47, represented the counties of Fulton and Peoria in the State Legislature. In 1852, he removed to Peoria, where he continued law practice fourteen years. In 1866, he came to Chicago, continuing his practice until 1870, at which time he was appointed justice of the peace for the town of West Chicago, being one of the first appointees under the new Constitution of that year. He served four years, but declined to petition for a re-appointment. He is an Odd Fellow and a Mason of high standing. He was representative in 1854-55, to the Grand Lodge of Independent Order of Odd Fellows of the United States; and, as a Mason, he held the office of Thrice Potent of the Lodge of Perfection, in the A. & A. S. R., from 1869 to 1875. He is now a member of Hesperia Lodge, No. 411. He is identified with the Episcopal Church, and for twenty years he was a delegate to various Episcopal Conventions. He married, in May, 1837, Miss Mary Aiken, of Peoria, Ill., who died in 1839. In 1840, he married Miss Catharine J. Barnard, of Troy, N. Y. They have three sons and one daughter.

GEORGE W. STANFORD was born February 21, 1833, at Wheeler, Steuben County, N. Y., his father, Charles Stanford, being a farmer. When he had reached his majority, he left the old homestead, going to St. Paul, Minn., where, in 1854, he commenced the study of law. In 1855, he removed to Kenosha, Wis., continuing his studies in the office of Orson S. Head, until June, 1856, being then admitted to the Bar. After practicing alone for two years, he entered into partnership with Jasper D. Ward, since elected a member of Congress. When Mr. Ward removed to Colorado, in 1876, the partnership was, of course, dissolved. Mr. Stanford was, for years, closely and prominently identified with the park and boulevard system, being president of the West Chicago park commissioners from 1869 to 1877. During all of this period he was also their attorney. In 1857, Mr. Stanford was married to Martha P. Allen, of Herkimer County, N. Y. She died in 1869, and he was married to Lydia C. Avery.

JAMES H. WARD, a prominent lawyer of this city and representative in the XLVIII Congress from the Third Illinois district, was born in Chicago, November 30, 1853, at the paternal homestead, located at the corner of Halsted and Madison streets, which is now the site of Cole's Block. His father, Hugh Ward, an early settler and one of the largest builders and contractors in the city, died January 30, 1859; while his uncle, James Ward, was, for over twenty years, building and supply agent for the Board of Education. Young Ward was educated in the public schools of Chicago, and afterward pursued a classical course at the University of Notre Dame, graduating from the latter institution in 1873. Shortly

thereafter, he went abroad, spending nearly a year in his travels through Europe. Returning, he entered the Union College of Law, in this city, and completed his course in June, 1876, being admitted to the Bar on the succeeding 4th of July. Mr. Ward has since enjoyed a lucrative practice, devoting himself mainly to probate and chancery matters. In April, 1879, he was elected supervisor and treasurer of the West Town of Chicago, his plurality being eighteen hundred and seventy-eight. He at once inaugurated a series of reforms in cutting down unnecessary expenses in the offices of the assessors and collectors. He took up \$300,000 of the West Town bonds, which were bearing eight per cent. interest, and refunded them in five per cent. bonds, thus making an annual saving of \$9,000. He was also the means of having a clause inserted in the bonds by which the town could redeem them at any time when there were sufficient funds in the treasury. In fact, his administration of the office was marked by such ability that he won from all, regardless of party, the warmest commendation. In 1884, he was earnestly solicited to become a candidate to represent his district (the Third Congressional) in Congress, and, accepting, was easily elected in the fall of that year, his plurality being four thousand eight hundred and ninety-four. At the State Convention of his party, held in Peoria, in June, 1884, he was nominated as



JAMES H. WARD.

one of the Cleveland and Hendricks' electors. During the last session of the Illinois Legislature, he was the choice of many of the members for senator, and, although he persistently declined the honor, several votes were cast for him. It is a fact also worthy of mention, as illustrating more forcibly the high esteem in which he is held, that Mr. Ward has, in the offices he has filled, as well as in the honored position he still occupies, been elected from the district in which he was born and in which he has always lived. In January, 1885, he associated himself in the practice of law with Robert B. Kirkland, a gentleman who stands high in the legal profession, having formerly been district attorney of Jefferson County, Wisconsin. Mr. Ward married, October 25, 1877, Miss Agatha St. Clair, daughter of the late Alexander St. Clair, of Chicago, a prominent railroad man, connected, for many years, with the Galena & Chicago Union Railroad Company. They have one child—Hugh St. Clair Ward.

L. C. PAINE FREFK is one of the most venerable and highly respected members of the Chicago Bar. He was born in the town of North East, Dutchess Co., N. Y., a son of Elias and Mary (Paine) Freer. His father was a tanner and agriculturist, who settled in Will County, Illinois, in 1836, where he lived and died, non-

ored and respected for his intelligence, upright dealing and philanthropic deeds. The history of the Freer family discloses that they were all people of the highest esteem in the community among whom they lived, and celebrated for their great moral worth. Mr. Freer is pre-eminently a self-made man; his early advantages were none too abundant, and his preliminary education was mostly obtained before he was fifteen years of age, in the schools such as the county afforded in those early days. He read law in the office of Henry Brown, an early Chicago lawyer, long since deceased, and was admitted to the Bar of Chicago in the spring of 1840. He took no part in politics, merely as a politician; but, in 1844, he espoused the cause of the abolition of slavery, and was a pioneer in the anti-slavery cause with Calvin DeWolf, Philo Carpenter and others, but he had no personal ends in view. He commenced practice in 1840; and so honorable was he in all of his professional dealings, that he succeeded in obtaining a choice clientage, and his business, though not large, was very profitable. Being a man of excellent judgment and business capacity, his investments and management were of that order that they redound greatly to his honor and pecuniary advancement. He was appointed master in chancery by the late George Manierre, judge of the Circuit Court of Cook County, and

S. C. Fairer Freer

an immense amount of business was transacted in that capacity by him; an extensive amount of land litigation came before him; and the great length of time in which he was retained in that position, and the universal satisfaction given by him in the discharge of these duties, indicate how ably he performed the requirements of his office. He continued the practice of the law up to 1880, when he retired. In 1882, he traveled over Europe. He now rests upon the laurels he has won, enjoys the fruits of a life of labor, and the veneration, respect and good will of all who have the honor of his acquaintance. He was married in December, 1835, to Miss Esther Marble, who died in 1879, and six of her children survive her. In 1880, he was married a second time, to Miss Antoinette Whitlock.

EDMUND JUSSEN was born in Germany, in 1830, and received a classical education at the Jesuit College of Cologne, and, in 1847, emigrated to America. His first settlement was at Columbus, Wis., where he arrived totally ignorant of the English language, although conversant with the Latin, Greek, French and German. Working with his hands for his livelihood, but devoting every spare hour to study, he soon succeeded in mastering the language of his adopted country, and, in 1854, after a residence of seven years in Columbus, he commenced reading law in the office of Hon. William T. Butler, then judge of Jefferson County, Wis. In 1857, he was admitted to the Bar, and, returning to Columbus, commenced the practice of his chosen profession. Removing to Madison, Wis., in 1860, he became law partner of Hon. James Hopkins, subsequently United States district judge; and, in the fall of 1861, was elected to the Legislature from the Madison district—a decided compliment at that time, when the growing dimensions of the War made the coming session a most important one. In the spring of 1862, Mr. Jussen entered the army as major of the 23d Wisconsin Volunteer Infantry. With his regiment he participated in Sherman's expedition against the northern defenses of Vicksburg; and at Chickasaw Bayou, in December, 1862, was promoted to the lieutenant-colonelcy of the 23d. He also took part in the battle of Arkansas Post, in January, 1863, but was compelled to resign his commission because of physical disability. On March 23 of that year, Colonel William F. Vilas succeeded him. In 1864, Colonel Jussen settled in Chicago, and resumed the practice of law, since which time he has won a high reputation for his successful prosecution of prominent offenders against Government and against public and private rights. Among the notable suits in which he has been engaged are the so-called "whiskey-ring cases," the "German Savings" and German National Bank of Chicago vs. Henry Greenbaum," etc. Colonel Jussen was collector of Internal Revenue for the Chicago District in 1869-71, during which time ineffectual attempts were made by members of the ring to connect him with the subsequent conspiracy. His firm resistance to such advances resulted in his removal from office, and left his record for integrity unimpaired. Colonel Jussen was married, in 1856, to Antoinette Schurz, sister of Hon. Carl Schurz. They have four children of whom two are married—Nancy, wife of Francis Lackner, and Anna, widow of H. H. Anderson, both sons-in-law being lawyers.

ROBERT KING was born in Ithaca, N. Y., December 24, 1822, of his father, John King, being one of the first settlers of that part of the State, and his mother, Irene (Ely) King, daughter of a pioneer resident of Hector, N. Y. After studying medicine and graduating from the University of the City of New York, in the

spring of 1847, he practiced that profession for a few years, but, finding that his tastes inclined him toward the law, he entered the office of F. O. Rogers, of Elmira, N. Y., and was admitted to the Bar in 1855. Removing, in 1855, to Prairie du Chien, Wis., he there remained until 1862, when he enlisted in the 31st Wisconsin Volunteer Infantry. Early in 1864, he was appointed by President Lincoln commissary of subsistence, with the rank of captain, and assigned to duty at Stephenson, Ala., where he remained from May 1 until February, 1865. He was commissary for the army in the field from Knoxville to Greenville, Tenn., where Joe Johnston's army surrendered; keeping also a depot of army supplies at Knoxville, through the fall of 1865, and then returning to Chattanooga. Captain King was mustered out of the service and arrived home in February, 1866. It is an unusual statement to make—as unusual as it is true and flattering to his ability and probity—that during his long term of service as commissary, he never had an account disputed. After paying his parents a short visit, he removed to Chicago, where he has since resided, with the exception of about a year, which he spent in Beloit, erecting a block of stores. In the fall of 1865, he formed a partnership with Allan C. Story, which continued for five years. Since 1873, he has been alone. He has been admitted to practice before the Bar of the United States Supreme Court. Mr. King has been twice married; the first time to Catherine Gardiner, daughter of George Gardiner, of Chemung County, New York, who died in 1863. She left one son and two daughters, one daughter having since died. In 1871, he married Lillie Cogswell, daughter of W. A. Cogswell, of Halifax, Nova Scotia. In politics, Mr. King is a staunch Republican, and in religion he is an Episcopalian.

JOHN V. LEMOYNE was born in Washington County, Pennsylvania, November 17, 1828. His ancestors, both paternal and maternal, emigrated from France to America, at the time of the revolution of 1792-93. They first came to Ohio where they founded the town of Gallipolis. His paternal grandfather, who was a physician, moved to Washington County, Pennsylvania. There, his father, F. Julius LeMoynes, was born; he was educated as a physician, and graduated at the University of Philadelphia. He married a daughter of Colonel I. P. R. Bureau, of Gallipolis, Ohio, an old friend; they had eight children, one of whom is a physician in Pittsburgh, Penn. Dr. LeMoynes was a leader in the early anti-slavery movement, and was vice-presidential candidate on the Abolition ticket, with James G. Birney, in 1844. After the War, he endowed the LeMoynes Normal Institute at Memphis for educating the colored people, which is still in successful operation, and also a professorship in Washington College, and was widely known as an advocate of cremation and the builder of the first crematory in the United States. He is now deceased. John V. LeMoynes entered Washington College, Pennsylvania, in 1842, graduating in the class of 1851, of which Hon. James G. Blaine was also a member. He studied law at Pittsburgh, and was admitted to the Bar in February, 1852. Soon after his admission he came to Chicago, where he has since been engaged in successful practice. Mr. LeMoynes is, in political faith, a Democrat. In 1872 (the Greeley campaign), he received the unanimous nomination of the Independents for member of Congress for the Third Congressional District of Illinois. His opponent was Hon. Charles B. Farwell. He shared the general defeat, although leading his ticket in the canvass. In 1874, he was re-nominated for the same position, as was his successful opponent of two years before. At this election, his previous adverse majority of three thousand seven hundred and forty was, in the official count, as declared, reduced to one hundred and eighty-six. In the election contest with Mr. Farwell for the seat in Congress, Mr. LeMoynes was declared elected by a majority of one hundred and six votes. Mr. LeMoynes has a great fondness for music, and has been identified with its advancement to the high standard it has attained in Chicago. He was one of the founders of the old Philharmonic Society and other musical associations. He was also president of the National Sportsmen's Association. He married, in 1853, Miss Julia Murray, a niece of Judge William Wilkins, who was United States senator in 1831, minister to Russia during President Jackson's administration, and secretary of war under President Polk. Mr. LeMoynes has eight children. He and his family are influential members of the Episcopal Church.

DAVID QUIGG, senior member of the leading law firm of Quigg & Tuthill, was born in Litchfield, N. H., December 17, 1834. He was prepared for Dartmouth College at the Gilman Academy, and entered the former institution in 1851. Graduating, after taking the full course, he removed to Bloomington, Ill., in 1855, and studied law with Swett & Orme, of that city. For four years previous to the opening of the War he successfully practiced his profession. During the early part of the War he entered the army, and, until the summer of 1862, served as second lieutenant of his command; in February, 1863, he was promoted major of the 14th Illinois Cavalry, and in May, 1865, became lieutenant-colonel. His principal service was with the Army of the Tennes-

see. In August, 1864, he was taken prisoner, during one of Stoneman's raids upon Athens, Ga., and remained in the prisons of Charleston, S. C., and Columbia, S. C., until exchanged in March, 1865. Colonel Quigg was mustered out of service in July, 1865, and at once entered the law office of Higgins & Swett, becoming, during the next year, a third member of the firm. The partnership continued until 1873, when Judge Higgins retired and the firm was thus dissolved. Colonel Quigg then associated himself with Cyrus Bentley, the connection continuing until 1877. In 1878, Colonel Richard S. Tuthill became a member of the present firm. On April 7, 1865, Mr. Quigg was married to Miss Francena Pike, of Bloomington, Ill. They have one child, a daughter.

WILLIAM M. JOHNSTON, member of the firm of Snowhook, Johnston & Gray, was born in Glasgow, Scotland, February 19, 1839. His parents removed to St. Charles, Kane Co., Ill., in 1845. His father was a prosperous farmer and a large contractor for public works, being at one time engaged in the construction of a section of the old Galena & Chicago Union Railroad. William was educated in Kane County, and worked upon his father's land until the War broke out, when he became at once active in the raising of volunteers, and was the organizer of a portion of a company which afterward formed Waterhouse's battery. Before the battery had been equipped, however, he was taken ill with malarial fever, and did not enter the service. In the fall of 1863, he commenced a regular course of law in the University of Michigan, having previously studied with Judge Botsford, of Elgin, Ill. He graduated in the class of 1865, was admitted to the Bar, in the summer removed to Chicago, and practiced his profession alone until after the fire of 1871. During that year he joined Colonel W. B. Snowhook, Patrick W. Snowhook and George W. Gray, under the firm name of Snowhook, Johnston & Gray and has continued in this connection since. His practice has been largely confined to the trial of cases, and he is consequently among the best known lawyers in the city, having probably had charge of as many suits as any one of his length of practice in Chicago. One of the most celebrated cases in which he has been engaged was that of *Fox vs. Long*, involving the mental capacity of one Patrick Egan, a well known property owner. Mr. Johnston, in connection with his firm, has established a large general law business. He is noted for his ability in the trial and management of cases, and he brings to the conduct of his business a comprehensive knowledge of the law and a wide practical experience. Mr. Johnston was married in 1870, to Miss Lizzie Sanders, a native of Otsego County, N. Y., having been born at Plainfield Centre, the youngest child of Spicer and Harriet (Dwight) Sanders. They have four children, three sons and one daughter—William Sanders, John Andrews, Frederick Dwight and Helen.

MASON B. LOOMIS, ex-judge of Cook County, and one of the most substantial practitioners at the Bar, was born at Harrisville Township, Medina Co., Ohio, on April 14, 1838. In 1854, both his parents died. During the next year he entered Oberlin College, in which institution he took a partial course. He came West for a brief season, in 1857, but returned to Ohio, and, in April, 1859, married Miss Mary E. Ainsworth. At about the same time, he commenced to read law in Wooster, Ohio, and, in the spring of 1861, was admitted to the Bar in Medina County. In September of that year, he commenced the practice of his profession in Kankakee, Ill., and there continued until June, 1870, when he removed to Chicago. In the fall of 1868, he had been elected State's attorney of what was the twentieth judicial circuit, his term of office being four years; but discovering a more promising field for the exercise of his abilities, he resigned, and came to this city, as stated, in 1870. He at once became a member of the law firm of Runyan, Avery, Loomis & Comstock, which connection continued until January, 1874, when he formed a partnership with Charles H. Wood, late judge of the former twentieth judicial circuit. Upon his election as judge of Cook County, in the fall of 1877, the law partnership was dissolved. By an amendment to the State Constitution the four years' term to which Judge Loomis had been elected was extended one year, so that he continued to occupy his seat upon the Bench until December 1, 1882. He then resumed private practice, after being associated for about a year with Charles W. Needham.

COLONEL ROBERT RAE is an accomplished gentleman, who is not only a lawyer of broad comprehensive views and learned in his profession, but a versatile genius with excellent literary talents. He ranks high as a lawyer; and, as a citizen, he is universally esteemed. He was born in Philadelphia, on October 3, 1830, and prepared for college at the academy of David Stroud, Westchester, Penn. He commenced the study of Latin at eight, Greek at eleven, and at eighteen years of age was an accomplished Greek and Latin scholar, entering Lafayette College in 1844. He was a volunteer in the Mexican War, and served as lieutenant in a Washington regiment from the time General Scott took command until the close of that contest. He was a brave soldier, and always prompt in the performance of every duty. He read law in the office of Hon. John Cadwallader in Philadelphia, and was admitted to the Bar in

1851. He commenced practice in that city, continuing two years, and then removed to Erie, Penn., where, in addition to his law business, he was editor of the *Erie Chronicle*, in the interest of the Sunbury & Erie Railroad. He removed to Chicago in 1855, and resumed practice, giving special attention to insurance and admiralty practice. He successfully prosecuted the case of Walker against the Western Transportation Company; a leading case reported in the 5th Wallace, involving the right of Congress to limit the liability of ship-owners. In the case reported by Wallace, of *Aldrich vs. the Etna Insurance Company*, the decision, based on his argument, established the doctrine of the exclusive right of Congress to legislate over the paper titles to vessels engaged in inter-State commerce. This case was taken from the New York Court of Appeals, where the right had been denied, and Mr. Rae succeeded in having the decision of the New York Court reversed, establishing the present rule governing all similar cases. He was also counselor for the Galena Packet Company against the Rock Island Bridge Company. It was owing to his efforts that the United States courts abolished the twelfth rule in admiralty, that denied the jurisdiction in rem of the Admiralty Court in cases of supplies furnished domestic vessels; which overruled a series of decisions from the time of the decision of the case of the "*Gen. Smith*" until this change in the rule. At the October term of 1884, of the United States Superior Court, he won the case of *Slauson vs. the barque "Elizabeth Jones"*, the Court adopting his printed argument as the opinion of the Court. This was a compliment never before paid by that Court to a practitioner. He also took part in the argument before the same Court in the case of *Boyer et al.*, at the same term. The decision of this case extended the admiralty jurisdiction over canals and artificial waters in the several States of the Union. He organized the Chamber of Commerce for Chicago, obtained its charter from the State, acted as its secretary one year without remuneration, and took an active part in the purchase of the land and the erection of its buildings. He entered the army as colonel at the opening of the War, was in command of the Douglas Brigade in Chicago, and of Camp Douglas until 1863, when he resigned. In October, 1873, he called a meeting to deliberate upon building a new rail route from Chicago to Charlestown; over three hundred delegates attended, and the result of their deliberations was the organization of the Chicago & South Atlantic Railroad Company, of which Mr. Rae was vice-president. Mr. Rae was burned out in the fire of 1871, losing heavily, including a large and valuable library. He went to London, in 1882, and argued a case before a Commission of Arbitration, involving one hundred thousand pounds sterling and interest. He appeared in the interest of the American Board of Underwriters. He won his case, and received high encomiums for his effort. Mr. Rae is a literary man of considerable note; he has been a correspondent to some of the leading periodicals and magazines in this country; and, among his other writings, we find a play written by him, in 1877, called "*Newport*," in six acts; it is more of an idyl than an acting play, and has received high compliments from dramatic critics for its pure English. Mr. Rae is considered the leading maritime lawyer in Chicago, and his practice in the United States Supreme Court exceeds that of any lawyer in the Northwest. He was married in 1850, to Miss Sarah Moulson, of Philadelphia; she died in 1852. He married the second time in the year 1857, Harriet Cockburn Percy, of Northumberland, England, by whom he had five children:—Robert, Mortimer Percy, Arthur Atheling, Walter Raleigh, Clarence and Sallie Jane.

WILLIAM L. MITCHELL, admiralty lawyer, was born in Monroe County, New York, his parents removing to Janesville, Wis., when he was quite young. His father, John Mitchell, M.D., afterward known as the "*War Mayor*," was a man of decided ability; he was for some time proprietor and editor of the Democratic Standard, and has contributed much poetry to the current literature of the day; his death occurred at his home in Janesville, May 23, 1885. William L. Mitchell also has obtained a decided reputation as a writer of polish and originality, both in prose and poetry. His temperance lecture, "*Chicago by Gaslight*," was well received. He is the author of a play entitled "*Conscript*," also of "*Humors of the Times*," a satire upon the election contest of 1876-77. Since 1866, he has been engaged in the practice of admiralty law in Chicago. The fire of 1871 burned him out, and seriously crippled him financially. Mr. Mitchell was admitted to the Janesville Bar, and when the War broke out was one of the most vigorous War Democrats of that part of the State, being secretary of the only Democratic war convention ever held in that city, and was also an active worker, both as a speaker and in the urging of enlistments. While a resident of that city he came within a few votes of being nominated for the mayoralty, and was one of the most popular men in Janesville. Since practicing in Chicago he has been engaged in several noted admiralty cases. His argument in the "*Kate Hinchman*" case (United States District Court), being a review of Justice Bradley's opinion in the case of the "*Lottawana*" in the United

States Supreme Court, is quite celebrated. In the matter of *Graham vs. the propeller "Favorite,"* being a suit for damages brought by the father of a child who was drowned in a collision, his schooner being run down by the former craft, the argument attracted much attention, both from the clearness with which the principles of law were stated and from the pathos of the peroration. After instancing the fact that the parents of a child obtained five thousand dollars for its loss in the Ashtabula disaster, he concluded as follows: "The parents of that child recovered five thousand dollars for its loss. Do you think it paid them? What will you say the child is worth, or, in the language of the law, What damages are we entitled to?" The sworn libel alleges the damages to be five thousand dollars. The only proof is that of the father, who swears that no sum of money could compensate him for the loss of the child. This is but human. This is the love of the father, which outweighs all the gold of the Indies. Justice is represented blind, with no feeling, no sentiment, no love. But in her courts the pendulum of time is ever swinging—the arrow of judgment is ever pointing—and the thunderbolts of justice are ever striking. What is the child worth? The poet, standing by the shores of old ocean, and looking down into its depths, where lie dead men's bones and the treasures and the wrecks of a world gone by, says:

"Keep thy red gold, thou stormy grave,
Give back the true—give back the brave."

"The father, standing by the shore of the great lake, and looking out upon its dark waters, says:

"Keep thy red gold, thou stormy sea,
Give back—give back my boy to me."

ARBA N. WATERMAN, of the law firm of Boutell, Waterman & Boutell, was born in Greensboro', Orleans Co., Vt., February 5, 1836, the son of Loring F. Waterman, who was a prominent business man and mill-owner of that place, and of Mary (Stevens) Waterman. He received his academic education at Johnson, Montpelier, Georgia, and at Norwich military school. After teaching one year at the Georgia Academy, he studied law at Montpelier and in the Albany (N. Y.) Law School, being admitted to practice in the spring of 1861. Coming West, he at once opened an office in Joliet, Ill., but, in 1862, enlisted as a private in the 100th Illinois Volunteer Infantry. In the Army of the Cumberland he followed the fortunes of his regiment at Chickamauga, Resaca, Dalton, and Allatoona. At Chickamauga, Mr. Waterman had his horse shot from under him, and was afterward shot through the right arm and side. He was mustered out of service as lieutenant-colonel, in August, 1864, and then opened a law office in Chicago. He has been engaged in a number of most important litigations, having charge of the cases brought by the assignees of the Great Western Insurance Company against the stockholders, in which the liability of owners of unpaid stock, notwithstanding agreements had been made with those who took the stock that they should never be called upon pay anything more, was settled by the Supreme Court in the cases of *Upton vs. Carver*, *Dobbins*, *Webster* and *Pullman*. Mr. Waterman also has been much engaged in the settlement of cases relating to mechanics' liens, as in the matter of *Crowley vs. Nagle* and *Batchen vs. McCord*. His chancery practice is very extensive, some of his most noteworthy cases being litigations growing out of the settlement of the estate of Rogers, Peck, Gilmartin and others, the cases of *Minor vs. Jackson*, *Bissell vs. Cary*, *Wells vs. Miller*, *Allen vs. Hawley*, *Paxton vs. Marshall*, and many others. Aside from his success in his professional life, Mr. Waterman established a reputation as a polished writer. He was one of the founders of the Chicago Philosophical Society, before which he has read many papers—which have met with a very favorable reception, such as "Codification of the Law," "Amendment to the Law," "Liberty and Government," "Origin and History of the Art of Writing," "Charles the First," and a series of lectures on the "Geological History of the Earth." He is president of the Irving Literary Society, before which he delivered a lecture on "Public and Private Opinion as Modified by the War." As a member of the Loyal Legion, his paper on "Chickamauga" met with an enthusiastic reception. In 1873-74 Mr. Waterman was alderman of the Eleventh Ward, which is the only political office he has ever held, his professional, social and literary duties and pleasures giving him little time for other labors. He was married, in 1862, to Ella Louise, daughter of Samuel Hall, formerly a merchant of Brooklyn.

MARTIN BEEM was born near Pittsburgh, Penn., November 14, 1834. His parents, Andrew and Margaret (Hope) Beem, were German, immigrating to America at an early day, and settling in that State, where they were married. Soon after the birth of their son they removed to Alton, Ill. There he received his early education. When the War broke out, although he was then not eighteen years of age, he was determined to enter the service. He was slender and remarkably youthful in appearance even for one of his years, and was therefore reported as an Illinois volunteer. But not to be

thwarted in his purpose, he went to St. Louis, and enlisted in the 4th Missouri Infantry, then organizing under General Lyon. In two days after his enlistment, he participated in the capture of Camp Jackson. His term of three months' service having expired, he enlisted for three years in the 13th Missouri, under command of Colonel C. J. Wright. With this command he participated in the battles of Fort Henry, Donelson, Shiloh, Corinth, Iuka, Vicksburg, and other battles of the West. In Shiloh, he won distinction by saving a flag from the enemy by wrapping it around his body. The flag now hangs in the trophy-room at West Point, with the history of its preservation printed upon it. At the same battle, when the center of the line had yielded, and there was a momentary danger of a disgraceful retreat, he seized a battle-flag which had just been shot down, and, in a moment of thrilling danger, advanced toward the enemy's lines, and by his heroic example inspired the men, who rallied around him and drove back the enemy. For this gallant conduct he received official mention, and was promoted on the field to the second lieutenancy, receiving, moreover, the thanks and congratulations of Generals Sherman, Worthington, and others. At Corinth, he rose from a sick bed, where he had lain since the battle of Iuka, a fortnight before, had himself lifted into the saddle, his feet lashed around his horse, and in this way fought through the two days' battle. For this he was soon after promoted to be first lieutenant, and after the War was breveted captain by the President; for "gallant and meritorious conduct at the battle of Shiloh." At the conclusion of the War his health was greatly impaired; exposure, privations and wounds had, in fact, almost shattered his constitution. He therefore traveled quite extensively, visiting the West Indies, Central America, Mexico, California, Oregon and Montana. He spent most of his time in the latter territory, and, while a resident of Virginia City, was placed in command of the volunteer troops called out to defend the frontier against the Indians. There he was given the title of major-general. While in the army he commenced the study of the law, and in 1867 was admitted to the Montana Bar, and began to practice. After recovering his health, he accepted a position as a reporter and correspondent at Washington, and then pursued the study of the law at Columbia University. During 1869, he entered the Union College of Law, Chicago, and was graduated therefrom during 1870, with the degree of LL.B. He then opened an office in Chicago, and has been in successful practice up to the present time. From 1870 until the great fire, General Beem practiced alone. He then formed a partnership with Judge R. H. Forester, the firm remaining intact eight years. After 1879, he has had no partner. Since he has resided in Chicago, he has been brought before the public in various prominent capacities. He was the first president of the Chicago Union Veteran Club, the largest organization of ex-soldiers and sailors in the United States, and filled that office three terms. During the great riots of 1877, he was made commander of the veterans by the different company commanders, for his tireless energy and devotion in that emergency, as well as for his character as a citizen and soldier. General Beem is a member of Post 28, G. A. R., also of Apollo Lodge, No. 642, A. F. & A. M. In 1878, he was prevailed upon to change his determination not to hold office and to allow his name to be used as a candidate for Congress from the Second District, and, although he made no personal canvass, came within two votes of receiving the nomination. In October, 1880, General Beem was married to Miss Lula Stoughton Case, daughter of DeWitt C. Case, of Neenah, Wis.

ABIAL R. ABBOTT, the senior member of the firm of Abbott, Oliver & Showalter, was born in Cobleskill, Schoharie Co., N. Y., in 1833. After studying law in the office of Daniel S. Dickinson, he was admitted to the Bar of Elmira in 1855, coming to Chicago in July of the next year. At first Mr. Abbott practiced alone, but subsequently formed a partnership with O. R. W. Lull, which continued until the breaking out of the War. He then joined the Chicago batteries, being attached to "A" and "E," in the latter of which he served as first lieutenant. Mr. Abbott was with the Army of the Tennessee, being severely wounded in the shoulder in the battle of Shiloh. After the War he resumed practice in Chicago, and was alone until after the great fire, when he formed a partnership with John M. Oliver, under the firm name of Abbott & Oliver. In 1882, John W. Showalter was admitted to the firm. Mr. Abbott was married, in 1871, to Miss Alice Asbury, of Quincy, Ill. They have two children, both daughters.

WADE ABBOTT was born in Windsor, Berkshire Co., Mass., November 24, 1834, his grandfather serving in the Revolutionary War, his father, Samuel, in the War of 1812, and Mr. Abbott himself in the Civil War. Mr. Abbott was educated in the common schools and the high school at North Hampton, Mass., settling in the town of Jefferson, Ill., in 1855. He lived on a farm until the breaking out of the War, when he enlisted in Co. "I," 2d Illinois Cavalry, an organization raised in Champaign County, serving three years and three months under General Grant, at Paducah, Colum-

bus, Fort Henry, Fort Donelson and Vicksburg, and with General Banks in the Red River Expedition. Soon after being mustered-out of the service, Mr. Abbott connected himself with the business department of the Evening Post, and remained with that establishment twelve years, under six changes of administration. He studied law for several years prior to the time he severed his connection with the Evening Post, and was admitted to the Bar in 1868, practicing, principally, as a commercial lawyer. Mr. Abbott is quite active as a member of social and benevolent societies, being connected with the A. F. & A. M., K. of P., I. O. O. F., and several temperance organizations. He was married in November, 1857, to Cornelia C. Scott, daughter of Ira Scott, who died in 1885, and who, for more than twenty years, was identified with the American Tract and Bible Society.

HON. E. A. OTIS was born August 2, 1835, at Marengo, Calhoun Co., Mich., the son of Hon. Isaac and Caroline (Curtis) Otis. He was raised on a farm until nineteen years of age; received his education at Albion, Mich., and later at the Michigan University, and studied law at Kalamazoo, with Hon. Joseph Miller. After completing his legal course, he was admitted to the Bar and entered into the practice of the law at St. Paul, Minn., in company with his brother, Hon. George L. Otis, one of the leading lawyers of that State, and prospered there in his profession until the War of the Rebellion. He was commissioned lieutenant in the 2d Minnesota Infantry Volunteers, which he assisted in organizing and joined the Army of the Cumberland in October, 1861. He was at once detailed on the staff of General R. W. Johnson, with whose command he served until after the battle of Shiloh, in which he participated. At the request of Brigadier-General Van Cleave, the old colonel of the 2d Minnesota, Mr. Otis was assigned to duty on his staff as assistant adjutant-general, in which capacity he served until the close of the War, through all of the campaigns of the Army of the Cumberland, participating in the battles of Shiloh, Murfreesboro', Perryville, and Chickamauga. In December, 1864, he retired from the army. In 1865, he opened a law office in Nashville, Tenn., taking an active part in the re-construction of that State. He was commissioned chancellor in the Nashville chancery district of Tennessee in 1868, being the youngest man, up to that time, who had ever held that office in that State. He filled the position, with great ability, about one year. On June 10, 1869, Judge Otis arrived in Chicago. Judge Otis assisted in organizing the Republican party in Tennessee and was one of the few northern men in the South, who came away retaining the friendship of the Confederate soldiers and late rebels. During his practice in Nashville, the constitutionality of the Tennessee franchise law, whereby Confederate soldiers were excluded from voting, was assailed, and he was employed by Governor Brownlow to defend it, which he did successfully in every instance where a decision was rendered. Judge Otis has a large amount of chancery practice, and does much business for National Banks in Chicago and in the East.

HENRY G. MILLER, one of the pioneer Chicago lawyers, was born in Westmoreland, N. Y., in 1824. His father Abner Miller, was descended from an old Puritan family, and one of the first residents of Oneida County, New York. In 1848, Henry graduated from Hamilton College, studied law with Judge Hunt of Utica, and in the spring of 1851 was admitted to the Bar. He removed to Chicago in June of that year, and entered into successive partnerships with Alexander Prentiss, Thomas Hoynes and Hiram L. Lewis, John Van Arman and Thomas Y. Frost. His present partnership with Messrs. Hiram L. Lewis and Charles R. Judson was formed in 1883. Mr. Miller was for some time attorney of the Chicago & Atlantic Railway Company. He married the daughter of Colonel Roswell B. Mason, formerly mayor of Chicago.

HON. HENRY WALLER was born on November 9, 1810, at Frankfort, Ky., the son of Henry S. and Catharine (Breckinridge) Waller. In 1829, he entered the United States Military Academy at West Point, from which he graduated, with high scholastic honors, in 1833. Resigning his position as lieutenant in the army, he began the study of the law, under the instruction of Hon. C. S. Moorehead, afterward Governor of Kentucky, and continued his studies at Transylvania University, Lexington, being admitted to the Bar in 1835. He commenced the practice of the law with Thomas V. Payne, at Maysville, Ky., their partnership continuing six years. He was chosen a representative of the Whig party in the State Legislature, retaining his seat during the years 1845-46-47, and serving on several important committees. He then withdrew from active politics, and has never been a candidate for a political position since 1847. In 1852, he associated himself in partnership with John G. Hickman, and, in the same year, he was unanimously elected president of the Maysville & Lexington Railroad Company. In 1855, he removed to Chicago, and established the law firm of Waller, Caulfield & Bradley, afterward Waller & Caulfield, which continued nine years. In 1864, he formed another partnership, under the firm name of Waller, Sterns & Cope-

land, which continued until the demise of Mr. Sterns, in 1867; since which time Mr. Waller has withdrawn from the active practice of the law. His constant application to his profession having impaired his health, he journeyed over Europe during a portion of the years 1869-70, partially regaining it. In July, 1876, he was appointed master in chancery by Judges Williams, Farwell, Rogers, Booth and McAllister, which office he still holds. His great experience as a lawyer, and his intimate acquaintance with adjudicated cases, render him particularly fit for the position; his decisions are universally approved by the best legal minds on the Bench, and he is deservedly popular in this position. Mr. Waller has a wide reputation as an orator, and his life, as a Christian, has always been beyond reproach. He was married, on May 3, 1837, to Miss Sarah B. Langhorne. They have nine children living, among whom are Rev. Maurice Waller, Henry, Jr., and Edward C., real estate agents, and J. Duke Waller, M.D.

LESTER LEGRAND BOND was born in Ravenna, Ohio, on October 27, 1829. He studied law in his native place, and in October, 1854, commenced his practice in Chicago, having been admitted to the Bar during the previous year. Mr. Bond's mind always showed a decided leaning towards mechanics and the applied sciences, which his friends and admirers were not slow to discover. After a hard and brave struggle to obtain a foothold in Chicago, in 1859, several parties induced him to take charge of their patent business, and from that period his success was assured. In 1864, he became a member of the law firm of West, Bond & Driscoll, but confined his efforts to his specialty. Mr. Driscoll withdrew during the following year, having been elected city attorney, and the partnership of West & Bond has continued in its career of success ever since, and in which Mr. Bond has attained an enviable reputation. He has also held several prominent political positions, having been alderman from the Eleventh Ward from 1863 to 1866, a member of the Legislature from 1867 to 1871, acting mayor of the city during the latter portion of 1873, a member of the Board of Education four years, and he has also represented the Second Congressional District as a presidential elector. He received his degree as Master Mason in September, 1856, the Chapter and Commandery degrees in 1873, the Council degrees in 1879, a part of the A. & A. S. R. degrees in 1869, the 32^d in 1872, and is at present a member of Wm. B. Warren Lodge, Washington Chapter, Siloam Council, Chicago Commandery (of which he was E. C.), and Oriental Consistory. Mr. Bond was married, October 12, 1856, to Amie Scott Aspinwall, daughter of Rev. Nathaniel W. Aspinwall, of Peacham, Vt.

THOMAS B. BRYAN is a native of Virginia, and of his early life we have but little information. We find him associated in the practice of the law with Judge Hart in Cincinnati, under the firm name of Hart & Bryan, and later, in Chicago, he was the senior member of the firm of Bryan & Borden. His partner, John Borden, was for many years the ablest real-estate lawyer in Chicago, but, having acquired a handsome competence, he has retired from general practice. Mr. Bryan has founded many extensive public enterprises, which have been crowned with success. Upon the urgent request of the friends of law and order, he was appointed one of the United States Commissioners to govern the Capital of the Nation, following Governors Cook and Shepherd and joining Governor Denison, of Ohio. His administration was characterized by ability, honesty and prudence in the expenditure of money, and it was only by the force of his own will that he was allowed to retire from office. Mr. Bryan first became identified with this city over thirty years ago, and has ever since taken a deep interest in everything that related to its welfare. When the growth of the city was pressing the borders of the old cemetery, he bought land, founded the beautiful cemetery of Graceland, and for years was its owner and president. When the old Metropolitan Hall became inadequate to the wants of the city, Mr. Bryan built Bryan Hall, where the Grand Opera House now stands. This was the best and largest public hall in the city, for many years, in which first-class entertainments were given, and was where the great War meetings of Chicago were held. He was the president of the great Northwestern Sanitary Fair of 1865. The success of this great enterprise was largely due to his ability, the confidence the public had in his integrity, and his happy faculty of harmonizing the conflicting interests of the various officers and committees. The Soldiers' Home, in this city, was built under his direction, advancing money out of his own funds to aid it, and he was several years its president. He was the founder of the Fidelity Safe Depository, of this city, which passed through the great fire of 1871, with all the treasures in its vaults, saving millions of dollars to our citizens. From this brief resumé of what he has done, it is evident that it may justly be said that he is one of the most patriotic and public-spirited of our citizens.

E. F. COMSTOCK is the son of Theodore F. and Mary (Fitch) Comstock, and was born December 20, 1842, about seven miles north of Saratoga Springs, N. Y. He received a good academic

education; after which, in October, 1864, he came to this city and entered the law office of Runyan & Avery. In June, 1867, he graduated from the law department of the University of Chicago, was admitted to practice in July of the same year, and formed a partnership with Messrs. Runyan & Avery. Subsequently, Mason B. Loomis was admitted to the firm, the name being then changed to that of Runyan, Avery, Loomis & Comstock. After the retirement of Judge Loomis, in 1873, and Mr. Runyan, in 1876, the firm name was changed to that of Avery & Comstock, which firm and business association continued until a dissolution of the partnership was made, in 1877. Since that time, Mr. Comstock has practiced alone, and has maintained the reputation he has borne since his entry into the legal profession in this city. This reputation is that of a lawyer alike distinguished in the general practice of his profession, eminent as a trial jurist and an advocate before a jury, while thoroughly versed in the intricacies of real estate and chancery law and proceedings. He is a member of the Bar Association and of the Law Institute, and studiously avails himself of the advantages accessible through these institutions to enhance his forensic erudition. Although the suggestion has frequently been made to him, that he should enter the political arena, he would never sacrifice the time which he devotes to his profession to hold office; in fact, Mr. Comstock may justly be described as a lawyer whose time, interest and attention is entirely absorbed by his legal practice, the studies incident thereto, and its utilization in the courts in behalf of his clients. Mr. Comstock was married in September, 1872, to Miss Carrie F. Greenleaf, of Chicago. They have three children—Robert G., Bessie E. and Leland E.

WASHINGTON IRVING CULVER, the partner of E. B. McCagg, in the practice of law, was born July 19, 1844, in New Market, Rockingham Co., N. H., the son of Adna Bryant and Hannah H. (Sanborn) Culver. When Irving was eight years old, his father first came West on business connected with his railroad contracts, and the boy completed his education in the Tippecanoe Battle Ground Academy, near Lafayette, Ind. He did not finish his course; and after obtaining a little experience in teaching and railroading, entered the office of Scammon, McCagg & Fuller as a law student in January, 1862. During his four years' training in this office, he acquired those habits of care and thoroughness which have made him one of the safest of the attorneys and counselors in civil cases. He was admitted to practice before the State Supreme Court in April, 1866, and, in 1870, became the junior partner in the firm of McCagg, Fuller & Culver. The partnership continued until the death of Mr. Fuller, in 1873, when the firm of McCagg & Culver came into existence. Outside of his profession, Mr. Culver is best known as trustee of the Northwestern Aid Association, of which he is also the attorney, and as treasurer of the Illinois Charitable Eye and Ear Infirmary. He is a prominent member and librarian of the Chicago Law Institute. He is connected with the Masonic fraternity as past master of Landmark Lodge, No. 422, A. F. & A. M., and as a member of Fairview Chapter, No. 161, R. A. M., and Apollo Commandery, No. 1, K. T. Mr. Culver was married February 24, 1869, to Sarah T. Barnes, daughter of Samuel Barnes, of Battle Ground, Ind.

PATRICK W. SNOWHOOK is the son of William B. Snowhook, one of the most active of Chicago's pioneers. The latter, after having been a successful business and public man until middle age, commenced the study of law, and, with the exception of his time of service in the Civil War, practiced up to the day of his death, in May, 1882. His son, Patrick, was born in Chicago, September 25, 1844, his place of birth being on Kinzie Street, near State. The boy was educated in the grammar and high schools of Chicago, graduating from the latter institution in 1864. For two years he was a deputy in the county clerk's office, under the administrations of L. P. Hilliard and Ed. S. Salomon, and, in 1866, entered Bryant & Stratton's business college, taking a course of about one year. In 1867, he graduated from the Union College of Law, being admitted to the Bar during that year. He at once formed a partnership with his father, who, in 1865, had associated George W. Gray with himself. William M. Johnston was subsequently admitted into the firm, which continues as Snowhook, Johnston & Gray. Mr. Snowhook is an expert in real estate law; his practice in the Probate and Chancery courts being large and remunerative. He was married, May 17, 1870, to F. E. Aurdand, of Chicago, who died April 20, 1879, leaving three children. Mr. Snowhook was married a second time to Alice E. Gordon, in May, 1881, there being also three children by the second marriage.

WILLIAM VOCKE, one of the most prominent German-American lawyers in Chicago, is a native of Westphalia, where he was born April 4, 1839. His father, also William Vocke by name, was government secretary in the Prussian service, and, after his death, the son emigrated to America. Landing in New York in 1856, after a short business experience, he removed to Chicago in 1857. Here he held various positions until the breaking out of the Civil War in 1861, when he joined the three months' service, after which

he enlisted as a private in the 24th Illinois Volunteer Infantry. He served with the Army of the Cumberland during most of its engagements, and was mustered out of service in August, 1864. His record, and that of his regiment, may be traced in the history of the "Hecker Jäger" organization, the pride of the Germans of Chicago and Illinois. Returning to this city, Captain Vocke became city editor of the Illinois Staats Zeitung, which position he held nine months. From April, 1865, to November, 1866, he was clerk of the Police Court. Meantime, he had commenced a course of study in the Union College of Law, and was admitted to the Bar in 1867. Entering into the practice of his profession, he also indulged in literary pursuits, which brought him a well-merited reputation. He contributed to both the German and the English press, and, in 1866, published a volume of translations from the poems of Julius Rodenberg. The book was received with the greatest favor, and was eulogized by the press, both American and European.

In 1869, Mr. Vocke dropped literary pursuits and devoted himself exclusively to his profession. The result was, that he soon had built up a most lucrative practice, especially among his German clients. In the fall of 1870, he was elected to the Twenty-seventh General Assembly, and the life insurance bill which he introduced, was spoken of by the Chicago Tribune as "the soundest and most judicious measure ever proposed to a legislative body" concerning that subject. The fire of 1871 rendered it necessary to call an extra session of the Legislature, and Captain Vocke, as a leading member of the insurance committee, was instrumental in framing what is known as the "Burnt-record act." He continued in the practice of his profession alone until February, 1873, when he formed a partnership with Joseph B. Leake, which continued unbroken until the latter was appointed United States district attorney. Mr. Vocke was also a member of the Board of Education from 1877 to 1880. In addition to the regular labors of his profession, Mr. Vocke is attorney for the German consulate, and president of the German Society of Chicago for the aid of emigrants. He was married in 1867, to Elsie Wahl, and they have seven children, four daughters and three sons. The success of the great Martin Luther celebration, held in Chicago on November 9, 1883, is more due to Mr. Vocke than to anyone else. He met with opposition from the first, especially from the German Socialists. The movement originated with him as a member of the Mithra Lodge, No. 410, A. F. & A. M., which is entirely composed of Germans. Seventeen societies and lodges sent delegates to a preliminary gathering, which arranged for a general citizens' meeting. The committee, as finally appointed to arrange the celebration, consisted of William Vocke, Arthur Erbe, Ernst Ammond, Carl Sehnert, Carl Winkler and Rudolph Anbach. Still, the German social organizations stood aloof. Notwithstanding this fact, on the evening of November 9, Central Music Hall was completely filled by Germans of all religious convictions, and by non-believers. The great assemblage was addressed by William Rapp and Dr. E. G. Hirsch, the celebration of the hero's birthday being pronounced one of the most complete successes of that kind ever witnessed in Chicago.

JACOB R. CUSTER, son of David V. and Esther F. (Rambo) Custer, was born May 27, 1845, in Lawrenceville, Chester Co., Penn. He received his preparatory education at Washington Hall, Trappe, Penn., and entered as sophomore, in 1864, Pennsylvania College, Gettysburg, Penn., from which he graduated in August, 1867. He studied law in Philadelphia, graduated from Albany Law School in 1869, and was admitted to the Bar of New York. He commenced practice in Chicago in the fall of that year, continuing alone until June, 1870, at which time he formed a co-partnership with his present partner, Hon. William J. Campbell. On May 1, 1885, Ex-Governor John M. Hamilton, became a member of the firm. Mr. Custer was appointed master in chancery of the Superior Court in 1880, and has held that position up to the present time. He married, in December, 1871, Miss Ella A. White, of Chicago. They have one child living.

PAUL CORNELL was born August 5, 1822, in White Creek, Washington Co., N. Y., the son of Hiram K. and Eliza (Hopkins) Cornell. He received his early education in the public schools of Adams County, which he attended during the winter months, working, during the summer seasons, on the farms in the vicinity of his home. This preliminary education was supplemented by several terms in select schools, after which he taught school for a season, and began meantime his preliminary law studies. After the close of 1843, he devoted his entire time to the study of law. In May, 1847, he was admitted to the Bar, and immediately after started for Chicago, via Frink & Walker's stage line. At that time his capital consisted of a suit of clothes, a package of cards, on which was printed, "Paul Cornell, Attorney at Law, Chicago," and \$1.50 in money. The cash was stolen from him while a temporary sojourner at the Lake House, where he put up on his arrival in Chicago. He first found employment in the law office of Wilson & Judd, John M. Wilson, the senior member of the firm.

being his old law instructor at Joliet. Subsequently he was employed by James H. Collins, as an assistant in trying cases, receiving for his services a moderate monthly stipend. He next entered the employ of Skinner (Hon. Mark) & Hoyne (Hon. Thomas) who, at the time of his engagement, were doing a very extensive collection business for Eastern firms. Subsequently, when Mr. Hoyne became probate judge, he appointed young Cornell his clerk, and he performed the clerical duties of the position at nights, while still doing his duty as outside collector for the firm during the daytime. Subsequently, the election of Mr. Skinner as judge of the Court of Common Pleas, dissolved the firm of Skinner & Hoyne, and Mr. Cornell started for himself, forming a co-partnership with Hon. William T. Barron. The new firm succeeded in retaining a large part of the collection business of the old firm. Through the en-ergies of the partners, their business grew to be immense; frequently they had as high as two hundred cases on the docket at one time. In 1856, Mr. Barron was elected probate judge, and a change in the firm occurred. John A. Jameson (afterward judge of Superior Court) and Perkins Bass associated themselves with Mr. Cornell under the firm name of Cornell, Jameson & Bass. Subsequently, Mr. Bass (afterward U. S. district attorney) retired from the firm, and H. N. Hibbard took his place, the style of the firm being changed to Cornell, Jameson & Hibbard. As early as 1853, Mr. Cornell began to invest what money he had saved in real estate. His purchases were confined largely to the section lying south of the city. In 1852, he employed John Boyd to make a topographical survey of the region now embracing Hyde Park and vicinity, and the result being favorable, he bought, in 1853, a tract of three hundred acres on the lake shore, and invested money in other tracts as far south as Fifty-ninth Street. In 1854, a collision occurred at what is now known as Grand Crossing, in which many lives were lost, and at that time it was decided that "all trains should come to a full stop before crossing the intersecting roads at that point." Mr. Cornell saw, in this decision, a possible village in the far future, and, on November 10, 1855, bought a section of land at that point, and subsequently added thereto, and named the region Cornell. Of his first-mentioned purchase, he sold sixty acres to the Illinois Central Railroad Company, a part of the consideration therefor being an obligation on the part of the railroad to run regular suburban trains to the embryo village of Hyde Park, which Mr. Cornell had platted on the remainder of his purchase. Mr. Cornell was the originator of that village. He owned the land on which it stands; he secured for it perpetual transportation facilities, built a large hotel there during 1857 (the Hyde Park Hotel, burned September 12, 1877), became a resident of the village in 1857, and was supervisor of the town from the time of its incorporation in 1861, until 1864, being re-elected every year. His property at Grand Crossing is the present site of the manufacturing town of that name. It was originally subdivided as "Cornell" in February, 1872 (when he built a large watch factory), and then the name was changed to Grand Crossing, by Mr. Cornell, in the succeeding March, it being found that there was already another town of the same name in Livingston County, Illinois. In 1866, Mr. Cornell had become one of the largest owners of suburban real estate in Chicago, and during that year, with others, inaugurated the present park and boulevard system of the city. He spent the entire winter of 1867 in Springfield, in the interest of the South Park bill, securing the passage against strenuous opposition. He was appointed by the governor one of the first commissioners, and held the office fourteen years, having been three times re-appointed. He married, in July, 1856, Miss Helen M. Gray, of Bowdoinham, Maine, the ceremony being performed at the residence of his brother-in-law, Orrington Lunt, of Chicago. Their children are—George, John, Paul, Jr., Lizzie and Helen.

WILLIAM FREDERICK DEWOLF was born on April 21, 1811, at Bristol, R. I., being the eldest son of Henry and Anne Eliza (Marston) DeWolf. He completed a course of study in Brown University, receiving the degree of Master of Arts in 1831, and then began the study of law in the office of the Hon. Josiah Randall, the father of the well known Samuel J. Randall, ex-speaker of the House of Representatives. In 1834, he was admitted to the Bar, and became the partner of Mr. Burgess in the practice of his profession. On June 10, 1835, Mr. DeWolf was married, in Providence, R. I., to Miss Margaret Padelford Arnold, a daughter of George R. Arnold, a merchant of that city. In September, 1835, his Alma Mater conferred on him the degree of Bachelor of Laws. In the fall of 1836, he settled at Alton, Ill., where he entered on the practice of his profession in partnership with George T. M. Davis. He was elected to the Legislature in 1846. In September, 1847, he came to Chicago, and engaged, for a time, in the commission business, and, in 1851, became a member of the firm of J. B. F. Russell & Co., land agents. In those days, Mr. DeWolf, being an earnest Whig and a leader in the party, was frequently mentioned as a suitable person for the offices of Lieutenant-governor and secretary of state. Being elected city treasurer in 1855, he

relinquished his real estate business; but on his retirement from office he resumed it, as senior member of the firm of DeWolf, Maclay & Quimby. Later, he filled the office of justice of the peace for about four years, but since 1878 he has lived in retirement. On January 5, 1877, Mrs. DeWolf died. Of this lady, Hon. I. N. Arnold, in an eloquent tribute to her memory, affirmed, "It could be most emphatically said, 'none knew her but to love her, none named her but to praise.'" Of their eight children, only three survived her; Henry, now assistant treasurer of the Illinois Central; Edward P., a merchant of this city; and Cecelia, the widow of General Albert Erskine. In the summer of 1853, Mr. and Mrs. DeWolf, with their children, went to pay a visit to their relatives in Rhode Island. On their return, in September, four daughters, ranging from childhood to youth, were so severely injured by the explosion of the steam cylinder of the steamer "Bay State," that they all died within the month—an appalling calamity, which the bereaved parents bore with exemplary patience. The oldest son, William, who fell in the service of his country, is thus honorably referred to by his commander, now General Gibson, U. S. A.: "In the battle of Williamsburg, one of my subalterns (a handsome, gallant boy, from Chicago, named DeWolf) was wounded, and, I regret to say, has since died. I was much attached to him, and if your friends know his family, assure them of my sincere sympathy with them in their bereavement, and my high appreciation of his coolness and gallantry in the midst of no ordinary danger. Poor fellow! He joined my battery on the 4th of April, was wounded on the 4th of May, and on the 4th of June was dead!" The Chicago Tribune, of June 5, 1862, contained an eloquent eulogy of the young hero, as well as the following appropriate official recognition of his services: "*Deserved compliment.*—We notice that, by order of Col. H. G. Gibson, commanding the defenses on the line of the Louisville & Nashville Railroad, the post at Shepherdsville has been named DeWolf, in honor of Lieutenant William DeWolf, of the 3d U. S. Artillery, who died in June, 1862, of wounds received at Williamsburg, Va. This is a deserved compliment to a gallant officer, son of our fellow-citizen, William F. DeWolf, Esq." Despite the severe shocks of these many sad bereavements, owing to a vigorous constitution and a well-spent life, Hon. William F. DeWolf is, both physically and mentally, remarkably well preserved, and is not alone beloved for his many virtues, but also for kindness of heart and his unostentatious charity and philanthropy.

THEODORE SCHINTZ, one of the most substantial and hard working lawyers in the profession, was born in Zurich, Switzerland, May 1, 1830. His father, Henry Schintz, was a lawyer of life-long practice in that city. Young Schintz was educated in the common schools and the polytechnic school of his native place, taking a full scientific course. He had, however, imbibed the prevailing belief in his native country, that the only truly noble pursuit is to endeavor to draw one's sustenance direct from the soil, whatever the education or learnings of the individual. With this idea, the young Swiss, well educated, ambitious and intellectually alert, came to America, during 1850, and went to work on a farm near Oconomowoc, Wis. He also labored as a common farm-hand in Green County, and afterward removed to New Ulm, a Swiss settlement in Winnebago County. There he farmed for several years, and at leisure hours industriously examined into the political institutions of his adopted country. He was chosen chairman of the town board of supervisors; taught school one year in the old log-school-house, and in 1854 located in Oshkosh, Wis., where he commenced the study of law. Admitted to the Bar in 1856, he soon acquired a good general practice. In 1862, Mr. Schintz located in Chicago, where he has since resided, honored by his professional brethren and by the people of the city, whom he has served in several important positions. From 1867 to 1872, he was an alderman, and in 1869, while John B. Rice, mayor of the city, was absent in Europe, he became the acting mayor of Chicago. In 1860, he was appointed a member of the Board of Education, serving two terms and resigning his position soon after the fire. He has since devoted himself exclusively to the practice of his profession, his business being principally in the Probate and Chancery courts. In September, 1851, Mr. Schintz married Barbara Zentner, also a native of Switzerland. They have one son, the elder child, and one daughter. Theodore H. Schintz was educated in the Chicago University, studied law with his father, and was admitted to practice before the Supreme Court of the State, at Mount Vernon. Josephine, the daughter, is a graduate of the Cook County Normal School.

AUGUSTUS VAN BUREN, associated with his father, Evert Van Buren, for over twenty-seven years in the practice of law, was born in Penn Yan, Yates Co., N. Y., in March, 1832. He was educated at Kinderhook, at the age of sixteen he entered his father's office at Penn Yan, and commenced the study of his profession, being admitted to the Bar at Rochester before he had attained his majority. Soon afterward, he went to California, and dug for gold, kept store,

practiced law, and followed other occupations necessary to self-sustenance. His first case was the defense of an Indian for murder, whose cause he assumed upon the promise of \$800 in gold, which his dusky chief agreed to pay over as soon as he could dig it up. Unfortunately, the Indian himself was killed, almost immediately after Mr. Van Buren secured his acquittal, before the treasure could be unearthed, and consequently Mr. Van Buren lost his fee. After an experience in California of more than one year, he returned to Penn Van, soon thereafter locating at St. Clair, Mich., and in 1858 settled in Chicago, where, with his father, he commenced the practice of law. In this city he has made his greatest reputation as a successful criminal lawyer, having, in all probability, had as many celebrated cases intrusted to his care as any other attorney in the State. He defended Joseph Crawford for the murder of William Shanley, and saved him from the gallows. He was also the leading attorney for the defendants in the case of Joseph St. Peter and Mrs. Annie Clarke, tried for the murder of Alviro Clarke. Although John Van Arman assisted the State's attorney, both of Mr. Van Buren's clients were acquitted, and he obtained a great reputation for the skill shown in the conduct of the case. It must not be inferred, however, that the bulk of the firm's practice was of a criminal nature, but cases of that kind draw the attention of the public more generally than civil causes. Their practice was always general, but Mr. Van Buren's remarkable success as a criminal lawyer almost overshadowed his other practice.

THOMAS SHIRLEY was born October 22, 1827, in Charlotte County, Va., the son of Allan and Sarah (Anderson) Shirley. He received his preliminary education at a select and then in a classical school; after which he entered Washington College, Va., in 1840, from which he graduated with honor in the class of 1843, receiving the degree of A.B. In 1846, his Alma Mater conferred on him the degree of A.M. Mr. Shirley studied law in the University of Virginia, under the instruction of Professor Miner, graduating in 1848. Immediately after the completion of his law studies, he was admitted to the Virginia Bar, by virtue of his diploma, and, the following year, sought his fortune in the West, arriving in Chicago October 5, 1849. The young Virginian hired a small office over Tinkham & Co.'s bank, on Clark Street, put out his sign, and waited for his first client. He heard him approach, as he climbed the stairs, with a noise proportionate to the size of his feet. He proved to be a stalwart negro, who, having been arrested on the charge of stealing a pair of boots, was in search of a legal defender. Although the young lawyer did not expect to meet such a client, yet he gladly defended the negro and gained his acquittal, receiving his first fee, amounting to seven dollars. From this unique beginning Mr. Shirley's practice rapidly increased. During the earlier years of his practice, he incurred, at one period, much popular displeasure, having, in 1852, in his professional capacity, conducted the prosecution of a case under the fugitive-slave law of the United States. The ephemeral reproach of those exciting times was long since buried in oblivion with the institution which occasioned it. In politics, Mr. Shirley has always been a Democrat, and is at present a member of the Iroquois Club, and one of the Democratic Central Committee of Cook County. He is a Freemason, and has served as Master of Oriental Lodge, No. 33; High Priest of Lafayette Chapter, No. 2; and Eminent Commander of Apollo Commandery, No. 1. He has also been Orator of the Grand Lodge, and Scribe of the Grand Chapter, of the State of Illinois. He has been president of the School Board of District No. 1, of Lake View, since that district was created. Mr. Shirley was married, in September, 1859, to Miss Carrie Rasbon, daughter of John Rasbon, formerly of Maine, and in the lumber trade there. They have seven children—four sons and three daughters.

JOHN M. ROUNTREE, son of Hon. John H. Rountree and Mary Grace (Mitchell) Rountree, was born February 13, 1836, at Plattville, Grant Co., Wis. After acquiring a preliminary education in the common schools and the academy in his native town, John M., in 1853, entered Hamilton College, N. Y. Finishing a course of study at that institution, he entered the office of Hon. John N. Jewett (who married his sister), at Calena, Ill., with whom he completed his law studies, and was admitted to the Illinois Bar in 1856. He then went to Milwaukee, Wis., and commenced practice in the office of Hon. Henry L. Palmer, remaining until October, 1857, when he removed to Chicago, and, after practicing in the *unsuccessful* partnership of McCagg & Fuller, until the spring of 1858, formed a partnership with Alexander C. Covert, which continued until 1865. During this time, Mr. Rountree was retained in many important cases. In 1862, he conducted the defense in the case of "Kingsbury vs. Chicago & North-Western Railway Company," which settled the title to a large amount of property fronting on the North Branch of the Chicago River, including the site of the North-Western depot. The suit was decided in favor of the railroad company. He also, in 1862, conducted to a successful issue, for his clients, the "Clinton Bridge Case," a suit growing out of efforts of steamboatmen to remove the bridge across the Missis-

sippi River at Clinton, Iowa, which they claimed impeded navigation. Mr. Rountree was president of the Chicago Law Institute in 1864-65, and continued a laborious and increasing practice until 1867, when his health became so seriously undermined that he was compelled to suspend his professional labors entirely, and travel for rest and recuperation. On the re-establishment of his health he returned to Chicago, and resumed his practice. In 1872, he was elected to the State Legislature, and during the session was appointed one of a joint committee of five for the revision of the Statutes of Illinois, a work completed during his term. In the fall of 1873, he was elected attorney for Cook County for a term of four years. At the expiration of his official term, he again resumed practice, devoting himself more especially to corporation law, his clientele among large corporations, railroads, banks, etc., being important and influential. Mr. Rountree was married, in January, 1862, to Mary H. Bancroft, a lineal descendant of Samuel Huntington, one of the signers of the Declaration of Independence. In January, 1877, he married his present wife, Virginia, daughter of N. H. Wolfe, one of the most prosperous shipping merchants of New York City. He has one daughter living.

JOHN A. J. KENDIG was born December 14, 1834, at Bloomsburgh, Penn. In 1709, Martin Kendig, a Mennonite bishop, led a colony of three hundred of his countrymen to Lancaster County, in that State, where he purchased two thousand acres of land for himself. He was the means of establishing a flourishing settlement, which, by 1799, had grown to such importance that it became the capital of the State. This was the first Mennonite colony in America; and from the Kendigs, who were a part of it, have come five or six thousand descendants, now scattered throughout the country, many of whom have followed the bishop's example and become clergymen of note. What is quite singular, also, is the fact that, so far as is known, no Kendig has ever entered politics or held an office under the Government. Mr. Kendig's maternal grandfather was Colonel John Wertman, a cavalry officer in the War of 1812. Mr. Kendig mastered the common branches of education, and commenced to teach at a very early age. He entered Kenyon College in the senior class of 1859, was soon appointed superintendent of the college buildings, and as a member of President Andrews's family, met many of the ablest men of the country, including Salmon P. Chase. During that year he commenced the study of law under Dr. Francis Wharton, the well-known author, and then a member of the college faculty; came to Chicago, continued his studies with Jesse B. Thomas, and was admitted to the Bar in 1861. In the autumn of that year he was married to Abby E. Gates, sister of the widow of President Andrews, and daughter of the late Simon S. Gates. About this time, he received from his Alma Mater the degree of Master of Arts. In the spring of 1833, was elected president of the Kenyon College Alumni Association, and in June, 1885, was chosen vice-president of the association and trustee of the college. Since coming to Chicago, Mr. Kendig has been prominent in several fields of labor outside of his profession. For three years he was superintendent of a Sunday-school, and has been a delegate to various diocesan conventions. In the celebrated Cheney case, he prevented a conflict between the civil and ecclesiastical authorities by an eloquent speech. Through the influence of Professor Joseph Haven, his intimate friend, he joined the English literature class, and after the death of that gentleman was chosen its leader, being re-elected to that position for seven years thereafter. In this connection, he wrote a pamphlet entitled "Intellect or Character," which was published by a resolution of the class, and attracted much attention. He has also delivered several lectures on literary and philological subjects, which have been most favorably commented upon by the daily press. In June, 1878, in company with his wife, Mr. Kendig took a tour around the world, and enriched current literature by many productions of his pen.

D. HARRY HAMMER was born in Springfield, Ill., December 23, 1840, the son of John and Eliza (Witner) Hammer. In 1842, his parents removed to Ogle County, where young Hammer subsequently attended the district schools of the neighborhood, worked on a farm and learned his trade as a harness-maker and saddler. At the age of seventeen, he entered the Rock River Seminary, Mount Morris, Ill., graduating, with honors, in 1863. He then entered the law department of the University of Michigan, at Ann Arbor. Graduating in 1865, he looked around for a favorable location in which to commence practice. He decided, in the fall of that year, to locate in St. Louis; but the unsettled condition of the country, coupled with the incursions of the cholera, drove him, with thousands of others, from the city. In the meantime he had formed the acquaintance of a man ever ready to hold out a helping hand, thoroughly awake to the activities of the age and, therefore, a thorough admirer of Chicago. Benjamin F. Taylor, the eloquent war correspondent of the Chicago Evening Journal, and who has since gained a world-wide reputation, was then traveling through the West on a lecturing tour. The young man seeking a career and the one who had already made his mark met, and be-



William A. King

came friends at once, and it was through Mr. Taylor's representations that Judge Hammer came to Chicago, in October, 1866. Judge Hammer entered at once into the practice of his profession, and soon built up an enviable reputation for ability and probity, as well as being remarkably successful financially. In April, 1879, Governor Cullom appointed him a justice of the peace for the town of South Chicago. At the expiration of his term, in 1883,

L. Harry Hammer

his course had given such general satisfaction that he was re-appointed by Governor Hamilton. From the first he has been an earnest Republican. He is an active member of many of the leading secret and benevolent societies of Chicago, having been connected with the Masonic fraternity since 1863. He is at present connected with S. H. Davis Lodge, No. 96, A. F. & A. M.; Chicago Chapter, No. 127, R. A. M.; Chevalier Bayard Commandery, No. 52, K. T.; Oriental Consistory, 32°, S. P. R. S.; Court Energy, No. 19, I. O. F.; and Delphus Lodge, No. 2507, K. of H. He is also a member of such leading political and social organizations as the Calumet, Union League and Indiana clubs. Mr. Hammer married Emma L. Carpenter, of Athens, Ohio. They have three children—Maud, Hazel Harry and Fay.

JOHN CLARKE BARKER was born March 1, 1833, at Windsor, Kennebec Co., Me., the son of Oliver C. and Caroline L. Barker. In 1844, his parents located in Lee Center, Lee County, where a farm was purchased, and on which their son, John C., learned to be a good farmer, subsequently attending Rock River Seminary and Rockford Commercial College. He was a teacher in district, select and graded schools for a few years and obtained his education chiefly by his individual efforts and under many difficulties. His tastes inclined him to the profession of law or medicine. He read the different systems of medical science for a year, then read the elementary authors in law. After thorough reading, while a teacher, and subsequent practical experience in different law offices and a course of one year at the Chicago Law School, he passed a highly creditable examination before the State Board of Examination, in August, 1865, at Chicago, where he commenced practice. For eighteen years he successfully followed his calling in this city, building up a lucrative practice. By his straightforward and able course, he was recognized as a lawyer of established reputation, both as a special pleader and as an advocate before the court or jury, as well as a citizen of culture and high moral character. During the first six years of his residence here, he accumulated a fine library, which, with his home and all its effects, was swept away by the fire of 1871. There was no insurance on his property, and Mr. Barker was thus left penniless. He bravely commenced the battle of life again, and soon placed himself in comfortable circumstances. From the first he has been a prominent member of the Law Institute and Bar Association. Mr. Barker was a lieutenant in the military service in the last War. He represented North Chicago as a legislator in the Twenty-ninth General Assembly with credit to himself and his constituents. In the fall of 1882, when Mr. Barker's prospects looked the brightest, he was afflicted with a dangerous attack of sciatica, and, upon the advice of physicians, abandoned the active practice of his profession. In May, 1883, Governor Hamilton appointed him a justice of the peace for North Chicago, a position he still holds. Mr. Barker is a member of many secret and benevolent societies, being connected with Waubansia Lodge, No. 160, A. F. & A. M., of which he was master for two years; and with Lincoln Park Lodge, No. 2620, K. of H., of which he is past dictator, and was a member of the last Grand Lodge and alternate representative to the Supreme Lodge. For many years he has been a leading official of the Methodist Church, being president of the Board of Trustees of the Grant-place Methodist Episcopal Church. In October, 1869, he was married to Elizabeth E. Vaughn, of Chicago. They have two children—John V. and Sarah Louisa.

COLONEL HENRY FRANKLIN VALLETTE was born at the old Vallette homestead, in Stockbridge, Mass., on November 1, 1821, the son of Jeremiah and Abiah (Mott) Vallette. His father was a man of broad views and varied information, as is exhibited by the fact that Theodore Sedgwick, while preparing his work on political economy, frequently sought the opinions of Mr. Vallette, who was also a highly respected farmer. When Henry was seventeen years of age, he removed to Illinois with his father's family, and settled

near the present town of Wheaton, in DuPage County. He attended the public schools and Stockbridge Academy before leaving his native State. The scholastic facilities of the West were limited at the time, but, by persistent effort on his own part and the aid of a private tutor, he mastered the English branches and the science of surveying. In 1848, he resumed his studies at Mount Morris Academy, and that year he began the study of the law.

During that year he married Miss Abbie A. Dinsmore, a daughter of the eminent divine, Rev. Alvin Dinsmore, of DeWitt, Iowa. She has been a noble and devoted wife and mother; to them have been born four children. Mr. Vallette was elected treasurer of DuPage County, to which office he was re-elected four times. In 1851, he was admitted to the Bar, and has devoted his attention to the practice of his profession since that time, with the exception of the time spent in the army. He was in partnership with Judge H. H. Cody for seventeen years. In 1862, he was commissioned lieutenant-colonel of the 105th Illinois Volunteer Infantry. He was a brave officer, and was much loved by the men under his command. He resigned in 1864, and, in 1867, he resumed the practice of the law in Chicago, in company with General B. J. Sweet and Judge Isaac Wilson. Since the dissolution of this partnership, Colonel Vallette has continued in the practice of his profession, and has been very successful. In politics he is a Republican, but has never sought political preferment. In religion he is a Universalist, and has always given that denomination his hearty support.

GEORGE SCOVILLE, attorney-at-law, was born in the town of Pompey, Onondaga Co., N. Y., October 10, 1824. In early life, his parents removed to the woods of Ohio, where the rudiments of education were acquired by him in a log house by the light of a tallow dip. At the age of eighteen he commenced attending school, working his way as best he could. Entering Yale College, in 1846, on account of a stress of finances he was obliged to abandon his educational course at the end of the second term, and turned his attention to the study of law. After pursuing his studies in the office of Hammond, King & Barnes, at Albany, N. Y., he was admitted to the Bar in August, 1848. The succeeding three years he spent in traveling through the West, and in April, 1851, came to reside and practice in Chicago. Mr. Scoville formed a partnership with Grant Goodrich in 1852. The partnerships of Goodrich & Scoville, Goodrich, Scoville & Seeley (Henry E.), and Goodrich, Farwell (William W.) & Scoville, continued until 1857. In 1869, the firm of Scoville, Bailey & Brawley was formed, consisting of Mr. Scoville, J. M. Bailey and F. W. S. Brawley, which continued until the great fire. In 1872, the firm of Scoville, Corwin (John A.) & Bayley (Edward F.) was formed, and continued four years. Since then, Mr. Scoville has practiced alone, having been brought prominently before the country as the counsel of Giteau. He assumed the responsibilities and unpleasant notoriety of the defense, however, only at the request of Giteau, through Colonel Corkhill, and the earnest solicitation of his wife. His only ambition is to fill such a place in life as ability, honest labor and perseverance have fitted him for, and at his death to leave the world somewhat better for having lived in it.

GEORGE A. MEECH was born at Norwich, Conn., on January 19, 1824, receiving his preliminary education in the academy at that place, where he remained until twelve years of age. Next removing to New Haven, he graduated at Yale College, in the class of 1843, and then contented himself with teaching school for several years. He first taught at Bozrah, Conn., at a compensation of \$12 a month and board. In 1844, he became principal of the Norwich Academy, where he had received his early schooling. In the fall of 1845, on account of ill health, he was obliged to resign his position and remove to the South, locating in Demopolis, Ala. In 1847, he repaired to Boston, to complete his law studies, which he had already commenced with Lafayette S. Foster and Frank Lyon. In Boston, he studied in the offices of Hubbard & Watts and of Robert Rantoul, whose reputation was of a national character. In the fall of 1848, he was admitted to practice law in Connecticut, and the next year received his appointment as justice of the peace. He gave such general satisfaction, that the citizens of the Norwich District, in 1853, elected him to the position of probate judge. On account of his wife's falling health, however, he was obliged to resign his place upon the Bench, and removed to the West. On reaching Chicago, he opened an office at No. 117 Lake Street, and soon formed a partnership with Joseph N. Barker, a lawyer of established reputation. In 1862, after continuing in private practice for about nine years, Judge Meech was elected city attorney, which position he held during the administration of Hon. Francis C. Sherman. He was chosen assessor of the South Town in 1864, continuing in the successful practice of the law until his selection,

in the spring of 1875, as justice of the peace for the South Town. In the winter of 1879, and again in 1883, the judges of the courts of record unanimously re-nominated him to his former position, being recommended by the bankers, merchants, lawyers and business men of the city. Notwithstanding the manifold judicial duties which have fallen upon his shoulders for years, he has found time to retain the reputation which he earned during his younger days of being remarkably proficient in belles-lettres. During much of the period from 1847 to 1853, he was quite a constant contributor to the New York Tribune, and is now recognized as a fine Latin scholar. He is a Mason, and a life-member of Waubesa Lodge, Washington Chapter, and Apollo Commandery. Judge Meech was married, in 1850, to Sarah H. Dorchester, daughter of Rev. Daniel Dorchester, of Norwich, Conn. His first wife died in February, 1859, and in October, 1860, he was united in marriage to Celia Addie Hunt, daughter of Hon. Milo Hunt, of Chenago County, New York, for many years State senator, and a man well known in that section of the State. His second wife dying in the fall of 1878, he was married, in October, 1880, to Florence W. Story, daughter of Captain William Story, of Norwich, Conn. Judge Meech has but one child—Harold Appleton.

JAMES ENNIS (deceased) was born on March 27, 1837, at Enniscorthy, County of Wexford, Ireland. His father was what was termed a gentleman farmer, and in such affluent circumstances as enabled him to bestow upon his children the advantages of a good education. His death occurred on March 27, 1852, it being the fifteenth birthday of the subject of this sketch; and, soon after, the remaining family, consisting of James, his mother and four sisters, emigrated to America, and settled in Lake County, Illinois, where his mother purchased a farm. In company with a farmer, who drove a loaded ox-team, he made his first trip to Chicago, on foot, on a bitterly cold day, in the winter of 1854. He first obtained employment as a clerk in a clothing store, but, shortly afterward, engaged as a clerk with Mr. DeWolf, and immediately entered upon his duties, and commenced the study of the law. He also applied himself to the study of German, which, in after years, resulted in a fluency of speech, rarely acquired in a foreign tongue. He was admitted to the Bar January 11, 1856, being, at the time, not quite twenty-one years of age. He immediately commenced the practice of his profession, in which he rapidly achieved success. His unimpeachable integrity, combined with his acknowledged ability, brought him a lucrative practice, which constantly increased up to the time of his death—a period of nearly a quarter of a century. In 1871, he located a new office at No. 145 Madison Street, where he was scarcely established when everything was swept away by the great fire. He lost, in addition to his offices, his homestead, with all it contained, and his house on the North Side. Out of his property, nothing was saved, except a horse and buggy, and a small house, on West Randolph Street, into which he moved his family, and, within one week, resumed his practice—the parlor of his house serving as his office. In 1872, he removed his office to the newly erected Metropolitan Block, Room 22, which continued to be his place of business up to the time of his decease. He died of heart disease, November 9, 1880, after a brief illness of two days and was buried, November 11, in Calvary Cemetery. In politics, Mr. Ennis was a Democrat of the Douglas school, and, after the breaking out of the Rebellion, was known as one of the most pronounced and ardent War Democrats of Chicago. In religion, he was a firm believer in the Catholic faith. As a lawyer, his ability as an advocate was excelled by few of his contemporaries, while his general success before the Supreme Court, as shown in the Reports, evinces his profound knowledge of the abstract principles of law. Mr. Ennis was married, November 3, 1858, to Miss Mary A. Sexton, a native of Chicago, and a daughter of Stephen Sexton, one of the early settlers, and who built the first school-house in Chicago. She died August 11, 1876, leaving nine children (the eldest being sixteen years old, and the youngest a babe), at the time of her death. He was married, again, two years after the death of his first wife, and left one child by his second wife. His children, still living, are Lawrence M., James L., Callistus S., Lullus J., Felicia A., Stephen F., Agnes M., Laura G., and Juvenstius T.—all residents of Rogers Park, a suburb of Chicago.

HENRY J. FURBER, of the firm of Higgins & Furber, lawyers and capitalists, was born in Rochester, Stafford Co., N. H., on July 17, 1840, being the son of Benjamin and Olive (Hussey) Furber. He attended for college at the Great Falls High School and entered Bowdoin College in the fall of 1857. In the spring of 1860, before the graduation of his class, Mr. Furber accepted a call from Green Bay, Wis., to become superintendent of the public schools of that city. Subsequently, the faculty of Bowdoin College conferred on him the regular college degree, and enrolled his name among the graduates of the class of 1861. Mr. Furber continued in charge of the public school of Green Bay for two years, devoting all his leisure moments to the study of law. In July, 1862, he was admitted to the Wisconsin Bar, and, in August, formed a partner-

ship with E. H. Ellis, a leading corporation lawyer of Green Bay. Becoming interested in the subject of fire and life insurance, through his professional labors, he was, in the spring of 1864, appointed special agent for Wisconsin of the Metropolitan Fire Insurance Company. In January, 1865, he became general agent for the Northwestern States, and, in the succeeding April, general manager of the Western and Southwestern States. His law connection with Mr. Ellis continued until July, when he removed to Chicago, determining that this city was the proper locality in which to make his headquarters. In October, Mr. Furber was chosen vice-president of the Universal Life Insurance Company of New York, and went to that city to reside, where he remained until the spring of 1879, having entire charge of the great business interests of that corporation. Returning to Chicago, in May of that year, he associated himself with Judge Van H. Higgins and Judge Cothran in the practice of law. Judge Cothran retired in April, 1882, and since that time the firm have given their entire attention to the care of their extensive business interests. Messrs. Higgins, Laffin and Furber are virtual proprietors of the National Life Insurance Company, and they are largely interested in other corporations of a like character. Mr. Furber is a Mason in high standing, being past master of Astor Lodge, New York, and a member of Republic Chapter, Palestine Commandery and New York Consistory. He was married at Green Bay, Wis., on January 7, 1862, to Miss Elvira Irwin. They have three sons.

JOHN H. MUHLKE (deceased) was born in Germany, November 23, 1826. His parents emigrated to America in 1842, and, after a short stay in Buffalo, located in Chicago. John then worked for Grant Goodrich, about his house, and remained with the family two or three years. He then obtained a situation in the store of Isaac Strahl, a merchant on Clark Street, and also worked a long time for Hamlin, Day & Co. Upon the failure of Mr. Bigelow, a dry goods merchant, by whom he was employed, he was appointed assignee, and afterward formed a co-partnership with his brother and son. This was about the year 1855. A few years thereafter, he took charge of the property of Carl G. Uhlich, who had become involved financially. After the death of Mr. and Mrs. Uhlich, in 1867, Mr. Muhle did not return to active business, but spent his time in managing his valuable estate. Aside from his business interests, his energies were devoted to his Church, of

John A. Jamison

which he was secretary for over a quarter of a century, and to the Uhlich Orphan Asylum, connected with it. Of the latter noble charity he was president from the time of its organization up to the time of his death, August 26, 1879. Mr. Muhle left a widow, formerly Catharine C. Kunst, and eight children: Louisa, the eldest child, is the wife of Jacob H. Tiedemann; Anna, now Mrs. Philip Henric; Henry C. Muhle, George F. Muhle, Joseph H. Muhle, Katie C., the wife of Charles J. Harpel; Wallie G. and Adelaide A.

CALVIN DEWOLF, probably the oldest lawyer of continuous practice in Chicago, is one of its strong local characters—a bond between the early and the present city. He was a pioneer abolitionist, one of the fathers of the municipal laws, and a popular and respected justice of the peace for over a quarter of a century. Mr. DeWolf was born February 18, 1815, at Braintrim, Luzerne Co., Penn., being the oldest son of a family of thirteen children. Soon after his birth, his parents removed to Cavendish, Vt., but when he was five years old, returned to Braintrim, and, in 1824, settled in Bradford County, Penn. Up to his majority, Calvin passed his time working upon his father's farm and in obtaining an education. With the assistance of a private tutor and his father, he gained a

Calvin DeWolf

fair knowledge of Latin, higher mathematics and surveying. He also taught school for a time previous to 1836, when he left home to pursue a course at the Grand River Institute, a manual labor school in Ashtabula County, Ohio. On October 31, 1837, he arrived in Chicago, poor, friendless and courageous; was unable to obtain

employment as a teacher, and after making application, on foot, at different settlements along Fox River, finally located as a teacher, in Hadley, Will Co., Ill. He returned to Chicago in the spring of 1838, and engaged in various occupations, before he was able to obtain a chance to study law in the office of Spring & Goodrich. After teaching two years longer, he was admitted to the Bar in May, 1843, and commenced practice. For eleven years he held closely to the duties of his profession, obtaining a large business and hosts of friends. In 1854, Mr. DeWolf was elected justice of the peace and continued to strengthen himself in the public regard by the manner in which, for a quarter of a century, he performed the duties attaching to that position. He was elected alderman in 1856, and, as chairman of the committee which revised the city ordinances during his term, he accomplished very much toward framing the municipal government as it now exists. He also was alderman from 1866 to 1868, and has been twice a member of the board of supervisors of Cook County. From early manhood he was an earnest and honest abolitionist, secretary of the first society ever formed in Chicago to spread anti-slavery views, and one of the founders of the Western

Citizen, established by the State society as an anti-slavery organ. At the October term of the United States Court for the northern district of Illinois, in 1860, an indictment was found against Mr. DeWolf for the alleged crime of "aiding a negro slave, called Eliza, to escape from her master," one Stephen F. Nuckolls, of Nebraska. He gave bail in the sum of \$2,500; but in December, 1861, upon the motion of the United States District attorney, the case was dismissed. After the expiration of his office as justice of the peace, in 1879, Mr. DeWolf resumed the practice of his profession, in which he is still actively engaged. In June, 1841, he was married to Frances Kimball. They have had five children—Ellen L., wife of Robert B. Bell, of Normalville, Cook County; Anna Spaulding, who in 1877 went to New Orleans a teacher of colored children, and died at Bay St. Louis, Miss., in September, 1878; Mary Frances, wife of Milo G. Kellogg, of Chicago; Wallace L.; and Alice, wife of L. D. Kneeland, who died at Kokomo, Col., in March, 1882. Mr. DeWolf and his wife are members of the Sixth Presbyterian Church.

THE LITERATURE OF CHICAGO.

The great fire may have been to Chicago a blessing in disguise, so far as her material prosperity is concerned, yet the calamity entailed losses for which there can be no compensation, among them being that of her archives. The records of the early settlers and the evidences of the growth of literature that accompany the increase of individual fortunes were swept away so completely that no trace of them remains, except such as may be found in some chance allusion in books, stray newspapers, public documents that escaped the flames, or in the memory of our oldest citizens. Such a loss is a disaster, not only to Chicago but to the country generally. When future historians of the marvelous progress of the United States come to seek for the records and explanations of the unparalleled development of the West, they will lack the materials which the burned archives of this city, civic as well as private, might have furnished. True, many citizens who were active participants in the social and intellectual progress of Chicago long before the fire, survive; but time casts a mist over memory, and, even for the period between 1857 and 1871, few can recall, with exactitude, the literary condition of the metropolis of the West. A full list of publications during that period can not be obtained, and the records and proceedings of the most important literary and scientific societies were either badly mutilated or entirely destroyed. The Historical Society of Chicago is still seeking to complete its records up to the fall of 1871. By carefully examining old newspapers, stray legal and other documents, and by searching for chance references to the proceedings of the Society in contemporary literature and the records of contemporary associations, much has been accomplished.

In this period, the greatest literary activity was developed during the War of the Rebellion. From the time the first shot was fired at Fort Sumter until the fall of Richmond, Chicago had her share of pamphleteers and bookmakers upon all the important topics of the day. The bulk of that literature was naturally partisan and ephemeral. Fergus Brothers, the old Chicago publishers, on Illinois Street, have rendered valuable services to the future historian, by re-publishing an important series of tractates and lectures that were given to the public in the years before the fire. But these are necessarily incomplete, and furnish imperfect pictures of the progress of thought or science in this city between 1857 and 1871. They suggest how

great a loss to the annals of Chicago was caused by the fire, and serve to show the vast interest then taken in historical researches, more particularly concerning the State of Illinois and the City of Chicago; also, the gradual formation of public sentiment on the grave political issues pending between the North and South, ultimately settled by the arbitration of arms.

The population of this city between 1857 and 1871 increased from ninety-three thousand to about three hundred and fifty thousand, and literary and scientific societies increased in proportion. Many of them, however, were of a dilettante character, having social aims, and cultivated a taste for literature by much dancing and feasting, perhaps remembering Sidney Smith's suggestion that the motto of the Edinburgh Review should be "the cultivation of literature on a little oatmeal." The principal literary and historical societies of this city have been the old Chicago Lyceum and the Historical Society. Both of these existed with a serious purpose; and to them we owe much of our information as to Chicago's early literary progress. The former society expanded gradually into the Young Men's Association, and then into the Chicago Library Association, which may be regarded as the *fons et origo* of our present Public Library. The Lyceum promoted lectures on such useful subjects as Joseph N. Balestier's "Annals of Chicago"; while the kind of work done by the Historical Society is indicated by the lecture by Mr. Brown on the early pro-slavery sentiment in Illinois. As with the valuable records of the Historical Society, so with those of the Young Men's Association—the fire left them sadly incomplete, yet such as remain are invaluable aids to the historian.

Before 1857, Chicago's publishing firms were few, and without facilities for extensive publication. Their principal operations consisted of the sale of books and stationery. Subsequently, S. C. Griggs & Co. and Fergus Brothers did the greater part of the purely local publishing, Keen, Cooke & Co. did a portion, and George Sherwood & Co. published a series of school-books, although it may be remarked that Griggs & Bross was the first firm in the State of Illinois that brought out an elementary educational work.

S. C. Griggs was a member of a New York firm from 1848 to 1864, and, after buying out the interest of his partners, he conducted the publishing business alone. It was not until after the year 1871, that Mr. Griggs

established a strictly publishing business on his own account, and the firm of Jansen, McClurg & Co. was placed upon its present basis. General McClurg is of the opinion that there was very little publishing done in Chicago before 1871, and that the stimulus which the business has since received had its origin in the intense vitality which that disaster developed. It was to the



BOOKSELLERS' ROW.

East that the reading public looked for their chief sources of intellectual enjoyment.

Perhaps the most ambitious scientific work published in this city was Foster's "Mississippi Valley; its Physical Geography, including Sketches of the Topography, Botany, Climate, Geology, and Mineral Resources; and the Progress of Development in the Population and Material Wealth," from the press of Church, Goodman & Donnelley. Almost simultaneously with its publication by S. C. Griggs & Co., in 1869, it was produced by Messrs. Trübner, of London. Dr. Foster was president of the American Association for the Advancement of Science, and lecturer on Physical Geography and Cognate Sciences in the University of Chicago, and his work was highly commended in scientific circles for its theories concerning the formation of the mountains and plains of the Mississippi valley, as well as for its account of the prairies of the West and the llanos and pampas of South America.

The book, par excellence, that Chicago has produced, in the estimation of Dr. William Frederick Poole, librarian of the Chicago Public Library, is Mrs. J. H. Kinzie's "Waubun." This volume was originally published before 1857, and has been republished in several cities of the United States—a New York edition appearing during 1856, and two editions a little later in Philadelphia. As a picture of early settler's life among the aborigines of the West, Mrs. Kinzie's book is as much appreciated in the Eastern States as it has been in the West.

Shortly before 1871, G. P. Upton, the musical critic of the Chicago Tribune, published a series of letters in book form, which were written over the nom de plume of "Peregrine Pickle." These letters treated social subjects in a light and pleasant fashion. The Western News Company were the publishers, and when they were burned out, the plates of Mr. Upton's book were

lost. Mr. Upton was also author of the "Gunnybags Letters," and attained reputation as a translator. About this time Franc B. Wilkie, of the Chicago Times, printed a very popular volume, written under the pseudonym of "Poliotu."

Chicago was too deeply immersed in business during those early days to be a congenial atmosphere for poetry, although in the newspapers and magazines of the day were many effusions. The Chicago war-songs, for sudden popular effect, were equal to those produced in any other part of the country, and those published by Messrs. Root & Cady did much toward keeping alive the enthusiasm which ultimately crushed the Rebellion. Many a soldier has been nerved to duty by the chorus of "Marching through Georgia"; many a man has gone into battle, whose soul had just been cheered for the fray by the strains of the "Battle Cry of Freedom"; and when not shouting "Tramp, Tramp, Tramp, the Boys are Marching," many a soldier, thinking of home, has found the asperities of camp-life softened by George F. Root's song of the "Vacant Chair." The songs of a nation are sometimes more potent than battalions, and Chicago, by her martial songs, must have been worth to the Union cause many a veteran brigade. Henry Clay Work, the author of "Grandfather's Clock," was associated with Messrs. Root & Cady in their labors. Mr. Lewis, of the Chicago Music Company (Lewis, Newell & Gibbs), was with Root & Cady when "The Battle Cry of Freedom" was written by Mr. Work, and he can scarcely tell the tale yet of its first public reception, without betraying, in voice and eye, the unextinguished fire of the old enthusiasm. Another famous song of those days was Root's "Lay me down and save the Flag," the well-known last words of Colonel Mulligan.

S. C. Griggs bears testimony to the cordial reception extended by scholars to the works of Professor J. R. Boise, of the Chicago University. His edition of Homer's Iliad is now a recognized text-book, and his



RUINS, BOOKSELLERS' ROW

"Greek Lessons" is considered by teachers scarcely less valuable.

The plates of Arnold's "Lincoln and Slavery" were destroyed, but the author had, fortunately, preserved

material which enabled him to produce his very complete "Life of Abraham Lincoln," which was of such excellence that it secured a ready welcome from the public for other historical works by the same author. Following in the same field, though not covering so wide a range, came Edward G. Mason, who occupied a prominent position in local literary circles. Of the "History of the Army of the Cumberland" there are probably now extant very few copies, although the edition was three thousand.

J. W. Sheahan, author of the "Life of Stephen A. Douglas," for twenty-nine years identified with journalism, was also well known as a pamphlet writer. While furnishing valuable matter for the Times, the Morning Post, the Republican and the Tribune, he still found time and energy, to produce his "Atlas of General History," which, for carefully prepared comparative chronological tables and general scope, received universal praise.

Elias Colbert, commercial editor of the Tribune, compiled a careful history of Chicago up to 1868, which has been a *vade mecum* for students in local history. In addition to his reputation as a local historian, Mr. Colbert attained an enviable prominence as a scientist, based upon his "Astronomy with the Telescope," "Star Studies," and other works. He is a man of versatile acquirements. To an acquaintance with the classics, he adds a fair knowledge of Hebrew, a little of Sanscrit, a great familiarity with the modern languages, and a scholarly acquaintance with mathematics, political economy, general literature, and the natural sciences. The publisher of his "History of Chicago" was Patrick T. Sherlock, deceased, who was a well-known Irish patriot, and a member of the famous Irish Directory in the Rebellion of 1848.

Benjamin F. Taylor contributed to the Chicago Journal, and also wrote many charming poems and stories before he retired to Michigan, where he now resides, full of years and honors. Rev. Robert Collyer wrote ably upon religious matters, and distinguished himself by his liberal views. William H. Bushnell, now in the Government Printing Office at Washington, entertained Chicago readers by his stories and poems before he went East. T. R. Dawley wrote and published many of his own works, and is remembered as having been always willing to lend a helping hand to younger aspirants for literary honors. John Wentworth, and a score of others, might be mentioned, who have published writings, fugitive and otherwise, on the topics of the hour.

In the list of the publishing houses from 1857 to 1871 appear the names of Culver, Page & Hoynes, the American Tract Society, S. C. Griggs & Co., Robert Fergus, D. B. Cooke, Rand, McNally & Co., Sherwood & Co., E. B. Myers, Callaghan & Co., C. S. Halsey, Clarke & Co., and Church, Goodman & Donnelley. All these were doing business in a comparatively small way, and, as a rule, combining the publication business with the sale of books and stationery.

The "art preservative" is as essential to the perpetuation of the author's genius as is the marble to the sculptor, or the builder to the architect. No history of literature can offer any claim to completeness which fails to mention the vast army of publishers, booksellers, printers and lithographers, whose artistic skill and patient effort have done so much to supply the reading public with sources of intellectual culture. Many of Chicago's old publishers and "book-men" have passed away, but it is a pleasant task to recall and perpetuate

their memories, as well as to chronicle the results attained by those who have followed in their footsteps.

ROBERT FERGUS, the historic printer of Chicago, and practically the pioneer of publishing, arrived in this city on Monday, July 1, 1839, by the old-time side-wheel steamer "Anthony Wayne," of the Buffalo and Chicago line, commanded by Captain Amos Pratt. He was born on August 14, 1815, in the Gallowgate of Glasgow, Scotland, and was the fifth and youngest son of John and



*Yours sincerely
Robert Fergus.*

THE HISTORIC PRINTER OF CHICAGO.

Margaret Patterson (Aitken) Fergus. Four miles northwest of Glasgow Cross, at the village of Maryhill, William Leckie presided over a small school, and to his charge Robert was committed. After being grounded in the rudiments, Robert was sent, at the age of fourteen, to William Lindsay's Commercial School, Brunswick Street, Glasgow, and a year later found him apprenticed to Robert Hutchinson and George Bookman, proprietors of the University Printing Office, Villaheld. The firm also contained Alexander Fullerton, John Blackie and William Lang, the former two of whom were well-known Scotch publishers, while Mr. Lang earned a very excellent reputation as a printer. The firm was dissolved three years after Robert commenced his apprenticeship, and he then was transferred to George Bookman, with whose son he worked at the case and finished his apprenticeship. It is with no little pride, in recalling those early days, that Mr. Fergus remembers how he worked on Sir Walter Scott's "Marmion," "Lady of the Lake," and "Lay of the Last Minstrel," about the time when the Wizard of the North was beginning to excite the wonder of the world. He also helped to set up Sturm's "Reflections" and Professor F. Meadow's French, Italian, and Spanish dictionaries. A regular apprenticeship to the printing business means, in Scotland, a thorough grounding in the craft of Caxton; and when Mr. Fergus set forth as a journeyman, he possessed a knowledge of his business such as qualified him to earn a good livelihood in any part of the civilized world. In 1839, Mr. Fergus's career in this country was decided by his accidental meeting with a young Englishman named Francis Metcalf, for whom he had formerly done certain

favours. Metcalf had just returned from Milwaukee, and he gave the young journeyman such a glowing account of the capabilities of the West that, on the 4th of May, 1839, Robert set sail from Glasgow on the paddle-wheel steamer "Commodore," and passed the first iron steamer ever built on the Clyde, the "Royal Sovereign," which was then on the stocks. Four days later he set out across the Atlantic from Liverpool, in the packet-ship "Orpheus," of the old Black Ball line, and arrived in New York on the 1st of June. After calling on the Rev. Orville Dewey, of the Unitarian Church of the Messiah, and, presenting a letter of introduction, he started for the West. Taking the steamer "New London" to Albany, he transferred himself to the Erie Canal packet "William Hildreth," which landed him in Buffalo seven days later. In due course he arrived in Milwaukee on the side-wheel steamer "Illinois." He vividly remembers how, at that time, a scow came out of the river, and took off both freight and passengers. The business arrangements proposed by his friend Metcalf did not suit him, and so he concluded to try something for himself. He met Harrison Reed, the editor and proprietor of the Milwaukee Sentinel, who offered to let him have a half-interest in the paper for \$800. Mr. Fergus did not buy, as his friends advised him that "the amount asked was more than the office was worth"; and then Mr. Reed offered him the charge of the establishment at an annual salary of \$520. Mr. Fergus thought he could do still better in Chicago, and, in spite of the warnings he received, of what he quaintly called "sure death-diseases," he proceeded to this city, with which his name has ever since been associated. In February, 1836, he was married to Margaret Whitehead Scott, in the Independent Relief Chapel (southeast corner of John and Cochrane streets), of which Rev. William Anderson was then chaplain. Margaret was the eldest daughter of James Scott, a merchant weaver, and a burgess and freeman of the city of Glasgow, a position held in very great esteem by the "Glasgow bodies." Mr. Fergus's children are—George Harris, John Bowman, Walter Scott, Benjamin Franklin and Jessie Margaret; and it is worth observing how both his nationality and his love of his craft appear in the names of his boys. It is difficult to say whether Mr. Fergus is a printer first and a Scotchman last, or a Scotchman first and a printer last; for he appears to be just as devoted to his profession as he is to the literature and recollections of his native country. Nothing delights him more than to meet a congenial friend who can talk to him about Allan Ramsay's "Gentle Shepherd," and discuss the beauties of "Habbie's Howe" or the character of Patsy and Meg, the lovers whose presence has made that glen famous in Caledonian literature. The poems of Robert Burns he has at his tongue's end, the works of Walter Scott are familiar to him as household words, and there are few of the older Scotch authors about whom he does not know something. His library is very full and curious; and what of old-time local affairs can not be found on his book-shelves may generally be looked for in his vigorous and well-stored mind. Excepting a slight deafness, Mr. Fergus enjoys a stout and hearty health, in spite of his weight of years, of which forty-six (1885) have been spent in this city.

DAVID BRAINERD COOKE was born in Northampton, Mass., February 10, 1826, and when only twelve years of age commenced his business career in the book-store of Derby & Co., of Cincinnati. In November, 1852, he came to Chicago and opened a little store under the Tremont House. Soon afterward, he established himself in a more extensive way at Nos. 113-115 Lake Street. At this time he was an active and enterprising man, and for several years published the celebrated "Blackwell's Reports." Subsequently, becoming financially embarrassed, he entered the service of the American Express Company, in 1862. He remained in that position four years, and, in 1866, connected himself, in the book business with S. C. Griggs. With him he continued for three years, at No. 39 Lake Street, next entering into partnership with W. B. Keene, at No. 115 State Street, remaining with him until the great fire of 1871. After that calamity, they were located, for a short time, on the lake front and Wabash Avenue, but finally returned to their old site on State Street. In 1876, the firm again became deeply involved, the store was closed up, and Mr. Cooke returned to the employ of the American Express Company, acting in the capacity of purchasing agent up to the time of his death, which occurred October 21, 1884. His decease was occasioned by heart disease. Few men left a larger circle of friends, or more sincere mourners at the taking-off of so warm-hearted a citizen. His widow, Augusta (Parke) Cooke, still survives him, she being formerly the wife of Philip B. Agar.

The name of Jansen, McClurg & Co., are pre-eminent in the West as booksellers. The firm is identified with the spreading of the highest class of literature, and their imprint has grown to be recognized as a guarantee of the excellence and wholesomeness of a book. The

firm is the outgrowth of the old house of S. C. Griggs & Co., which, in 1865, comprised Samuel C. Griggs, Egbert L. Jansen, David B. Cooke, Alexander C. McClurg, and Frederick B. Smith. In 1868, D. B. Cooke retired from the firm, and, in 1872, the firm was divided, S. C. Griggs retiring from all connection with the general book and stationery trade, and devoting himself only to the publishing business, under the old firm name, while the remaining three partners, under the style of Jansen, McClurg & Co., continued the large general business. They very speedily built up, in addition, a publishing business of the highest character. The firm is now constituted as originally formed, the members being Egbert L. Jansen, Alexander C. McClurg, and Frederick B. Smith.

EGBERT L. JANSEN, the son of Dr. John T. and Clarissa (Dolsen) Jansen, was born near Goshen, Orange Co., N. Y., on January 5, 1833. He attended the public schools, and afterward became a pupil at the Chester Academy. At the age of twelve years he was left an orphan, and soon afterwards came to Chicago. In August, 1848, he entered the house of S. C. Griggs & Co., as an office boy, and, upon attaining his majority, was received as a partner, and so continued until 1872, when, on the retirement of S. C. Griggs, he became the senior partner in the present firm of Jansen, McClurg & Co. He was married, in 1856, to Mary L. Buckbee, of Ypsilanti, Mich., daughter of Walter Buckbee, one of the leading lawyers of Michigan at that early day. They have four children.

RICHARD ROBERT DONNELLEY was born in Hamilton, Canada West, November 15, 1836. At the age of thirteen, he entered a printing office, to learn the business. At sixteen, he was made foreman of the office where he served his time. He subsequently became a partner of William Pigott, who shortly afterward removed to Chicago, and established the Evening Post. Mr. Donnelley



RUINS, LAKESIDE BUILDING.

continued in business with John J. Hand, at present one of the proprietors of the Galveston News, until the depression which followed the panic of 1857. He went to New Orleans, to take charge of the job department of the True Delta, where he remained until the breaking out of the War, when he returned to Canada, and

again established himself in business. In 1864, he moved to Chicago, to become a partner in the firm of Church, Goodman & Donnelley, which, in a few years, became one of the largest book and periodical publishing houses in the West—no less than twenty-three weekly, monthly and quarterly journals being regularly issued from its presses. In 1870, the Lakeside Publishing and Printing Company was organized, with a capital of \$500,000, and Mr. Donnelley was appointed manager. This corporation was established for the purpose of successfully competing for the Western book-trade. The machinery, material and business of Church, Goodman & Donnelley were purchased and made the nucleus of the new enterprise. The company commenced the erection of an elegant Gothic structure, at the corner of Clark and Adams streets, known as the Lakeside Building; but when only four of the six stories had been completed, the great fire swept away their first efforts. Before the smoke had blown away, Mr. Donnelley had set about to restore his business; and, on the Friday following, leased the third story of Nos. 103 and 105 South Canal Street, and started for New York, to secure new material. He commenced on his own account, pending the decision of the Lakeside Company as to its future course. That corporation had lost everything they possessed; but there were, among its stockholders, men who believed it could be resuscitated, if Mr. Donnelley would continue his relation as manager. He accepted their propositions, continuing his own business, and also acting as manager of the Lakeside Company, until the completion of their new building, in June, 1873. He then merged his own establishment into that of the company. In 1874, he associated with A. J. Cox, in book-binding, under the style of A. J. Cox & Co. In 1877, on account of the great and continued commercial depression, the Lakeside Company closed business, disposing of the building to the estate of P. F. W. Peck, and the machinery and printing material to R. R. Donnelley and A. T. Loyd. It was this firm who originated and gave to the American people the style of cheap, good literature, known as "Libraries," by issuing the "Lakeside Library," in 1875. In 1878, Norman T. Gassette became interested in the concern, and a corporation, under the firm name of Donnelley, Gassette & Loyd, was organized, with a capital of \$75,000 and surplus of \$20,000. In 1879, Mr. Donnelley purchased the interests of Mr. Gassette and Mr. Loyd, and re-organized the company, as at the present, R. R. Donnelley & Sons. Mr. Donnelley was married, November 14, 1863, to Naomi A. Shenston, of Brantford, Ont. Their children are Reuben Hamilton, Thomas Eliot, Benjamin Shenston and Naomi. Mr. Donnelley's aim, for twenty years, has been to make Chicago a book-making center. Any person acquainted with the magnitude of that branch of business at present, and a knowledge of its condition at that time, can readily see how much may be achieved by the persistent efforts of one person, in an intelligently-selected line of trade; and while this business has become great, far-reaching and many-handed, Mr. Donnelley deserves the credit of having brought about this condition beyond that of any one man in the trade. The present capacity of his well-appointed establishment may be estimated, when it is stated that his firm has been selected as printers of the United States Official Postal Guide.

RAND, McNALLY & Co., the well-known printers, engravers, electrotypers, and map and book publishers, take their origin from a printing establishment opened, in 1856, at No. 148 Lake Street, by William H. Rand, the senior member of the firm. Mr. Rand, in 1860, consolidated with the Tribune job department, at No. 51 Clark Street, and assumed the superintendence. In this capacity he continued for eight years, when he and A. McNally, with others, formed a partnership, to establish a printing and publishing house under the firm name of Rand, McNally & Co. In 1873, the firm was incorporated as a stock company, with a capital of \$200,000, under the same name, and has since assumed such large proportions, that it is now one of the largest printing houses in this country, with a surplus capital of over \$300,000. October 9, 1871, when located at No. 51 Clark Street, the establishment was burned out, but business was resumed temporarily at No. 108 West Randolph Street, until 1873, when the company moved into their own quarters at Nos. 79 and 81 Madison Street. This building becoming too small, they erected a five and six story building, ninety by one hundred and ninety feet, at Nos. 148 to 152 Monroe Street, which the company has occupied since January, 1881. William H. Rand is president and treasurer, A. McNally is vice-president and general manager, and the superintendents of the various departments are as follows: John Reid, ticket department; T. C. Haynes, job work; R. A. Bower, map and atlas publications; James McNally, book publications and school maps; R. B. Marten, wood engraving; C. R. Williams, Bankers' Directory, Bankers' Monthly, and Business Directory; John Ludwig, stationery and blank books. Among some of their celebrated publications may be mentioned the Atlas of the World, Business Atlas of the United States and Canada, large scale-map of the United States, Banker's Directory, Lumbermen's Guide, and a map of every country on

the globe. The Rand-McNally Railway Guide is known and used the world over.

Prior to 1857, there were few, if any, manufacturers of printers' materials beyond the Chicago Type Foundry Company and Rounds & Langdon. A few years later the well-known firm of Marder, Luse & Co., came into existence, and still flourished in 1871, while S. P. Rounds had become senior partner in the firm of Rounds & Kane. In view of the comparatively small population of Chicago at that time, and the severe results of the financial panic, this review clearly suggests that Chicago, even then, had a fair proportion of publishing houses, booksellers and printers.



CULVER, PAGE AND HOYNE'S BUILDING.

From a lithograph.

THE CHICAGO TYPE FOUNDRY (Marder, Luse & Co.) was established in 1855, as a branch of a New York City foundry. The foundry changed hands in 1863, and it was reorganized entirely, both firm and business. The company was composed of David Scofield, John Marder and H. A. Porter. The last named partner remained in the firm but a short time, and, in 1865, John Collins was admitted as a partner. The firm name was then changed to Scofield, Marder & Co. After four years of successful business, Mr. Collins retired, and, in January, 1869, A. P. Luse purchased his interest, when the firm name was changed to Marder, Luse & Co., and afterward was incorporated under the laws of the State by the old partners, John Marder and A. P. Luse. Mr. Marder is president and treasurer, and Mr. Luse is vice-president and secretary.

CHARLES McDONNELL (deceased), son of Augustine and Elizabeth (Byrne) McDonnell, was one of the most widely known and beloved, especially among the Catholics, of the early residents of Chicago. He was born in Clonegal, County Wexford, Ireland, December 4, 1809. He received a thorough education, his brother Nicholas, a professor in St. Peter's College, Carlow, personally supervising his studies. In Dublin, he also obtained a good business training, and engaged in business in Wexford for a time. Previous to coming to New York City, on July 4, 1834, he passed into Canada West, near Chatham, which was then scarcely a settlement. There Mr. McDonnell taught a school in the woods, then resided for a short time in Detroit, and, finally, on April 3, 1836, located in Chicago. His brother James accompanied him from Detroit, and resided near him until his death in 1870. His wife, Annie Charles, of Dublin, had preceded Mr. McDonnell to Chicago during the previous year. They were married on September 20, 1836, and, up to the time of her death by cholera, in 1851, she was a helpmeet in the most beautiful and Christian sense of the word. Mrs. McDonnell was greatly beloved for her charity to the poor and sick emigrants, who came in large numbers during those years. Soon after coming to Chicago, Mr. McDonnell purchased a large tract of land on Market Street, near Randolph, and there erected a building, in which he carried on a hotel and general store and the first Catholic book establishment in Chicago. Later, he added to his building, in which he resided and conducted his business. In March, 1845, with the approbation of Bishop Quarter, he published the "Rosarist's Companion," the first devotional book printed in the city. He was one of the first and principal members of St. Mary's Church. He was one of the originators of St. Patrick's Society, the Catholic Young Men's Association of St. Mary's Church, the Union Catholic Library, and was a generous patron of the University of St. Mary's of the Lake. In fact, he did not confine himself to the encouragement of denominational education, for at the State Common School Convention, which was held in Chicago, in October, 1846, he stood prominent amid a number of public-spirited citizens as an earnest advocate of a pure system of education. He was one of the earliest members of the

Board of Education of the city, and made a record there for probity, high-mindedness and ability. Mr. McDonnell was alderman in 1842, 1847, 1848, 1852 and 1853, representing the Fourth Ward; justice of the peace from 1862-64, being admitted to the Bar in 1867. This, in connection with the fact that he had become the possessor of much property in different sections of the city, induced him to spend the later years of his life in the real estate business and the practice of law. In 1857, he retired, temporarily, from active business, but was obliged to resume the book-trade again, and continued his store until 1866, being assisted by his daughter. Mr. McDonnell was of an unusually robust constitution, but it is supposed that an injury, which he received upon the head by being thrown from a buggy, brought on the stroke of paralysis which he suffered in February, 1861. He seemed, however, to have quite recovered his good health, and many years of continued usefulness seemed in store for him, when he suddenly was stricken a second time, and died on April 16, 1865. In his life, he took a very active interest in the emigration of his countrymen to the West, and was elected a member of the Emigration Convention, which was held in Buffalo in 1856, and, later, in St. Louis in 1868. It is not too much to say that few men have been more generally or sincerely mourned, or that were more thoroughly deserving of the regard and regrets of their fellow-citizens. Mr. and Mrs. McDonnell had three children—all daughters. Julia died in 1849. Elizabeth and Harriet are still living.

A. J. COX, who has the largest book manufacturing establishment west of New York City, was born at Isleworth-on-the-Thames, Middlesex County, England, January 22, 1835. He lost his father at an early age, and lived in England until thirteen years old, when he came to America with his mother, and landed in New Orleans, in the winter of 1847-48. Soon afterward they moved to the North, residing in various towns until they settled, in 1850, in Columbus, Ohio. There he learned the bookbinder's trade, with Messrs. Scott & Bascom, publishers of the State Journal. In the following year he kept the books of the Ohio Statesman, a newspaper of Columbus. In 1855, he came to Chicago for the first time, working for several months at his trade with Mr. Scott, his instructor and employer in Columbus. Then he removed to Milwaukee, and worked as a journeyman. While there he married Miss Jane E. French, who was formerly a resident of Columbus. Shortly after his marriage he returned to Chicago, at the urgent request of Mr. Scott, who had taken a large contract for printing and binding the municipal laws of Chicago, one copy of which work was given to every city in the Union. The years 1860-61, he spent in Milwaukee, returning to this city in the fall of 1861. Entering into partnership, he continued the book-binding business, purchasing a small bindery on the corner of Lake and Clark streets. The business grew until it was necessary to seek more extensive quarters, and the firm moved to Nos. 51 and 53 LaSalle street, where they remained five years. Again they were forced to have larger quarters, and removed to No. 164 Clark Street. In August, 1871, they purchased the interests of another bindery, which they consolidated with their own, making it the best equipped establishment of the kind west of New York City, a reputation which has since been maintained. The great fire consumed the larger part of their accumulations, but they resumed another partnership, this house binding the first book printed after the fire, "Campbell's Shippers' Guide." In the following year Mr. Cox formed a third business connection, under the firm name of A. J. Cox & Co.; they removed to the New Lakeside Building, where they remained ten years. During this period they had built up a business greater even than the one before the fire, and were forced to seek more spacious rooms, removing to Nos. 140 to 146 Monroe Street, where they have the largest and most conveniently arranged bindery, on one floor, in America. Mr. and Mrs. Cox have five children—Alexis J., Wilkie A., Charlotte E., Alfred W. and Almira C.

SHUTLICK DAVIS CHILDS (deceased) was the son of Josiah and Deborah Childs, and was born at Westborough, Mass., on December 10, 1799. He learned the trade of wood engraver, in Boston, and thence removed to New York, where he remained seven years. He came to this city in November, 1837. Prior to his departure, he married Miss Eliza W. Aiken, on April 27, 1831. He entered into business immediately upon his arrival here, but there being comparatively little wood engraving to be done in the city in 1837, he combined, with that business, sign-painting, wood-carving, etc., and occasionally printing. Mr. Childs was the first wood engraver in Chicago, and the author of the engravings in the first volume of this History are reproductions of the originals made by him. He remained in the business until his death, which occurred at Evanston, on January 9, 1879. His son, Shubael Davis Childs, has continued the business since his father's death, and was associated with him, since 1850, in the business. He was born on December 19, 1833, in New York City, and came to this city with his father. He attended the school at the garrison in Fort Dearborn, and also a school on the southwest corner of Madison and State streets,

having Justice Sturtevant and Joseph K. C. Forrest as preceptors. Since 1860, he has managed the business, his father being sick and unable to give him time and attention to it. Soon after his father's death, he became associated with J. A. Smith in its continuance, which was principally a general engraving business, their location being at No. 117½ Randolph Street. They were there burned out, and re-established the business at the corner of Kinzie and King-bury streets, where they remained until the erection of their building at No. 115 Franklin Street, which is now their workshop. At the time of the building of this house they considered that they were in the center of the business portion of the city, but the growth of the city, and the change of the commercial center, necessitated the opening of another house at No. 163 Dearborn Street, where it still remains. Within the last few years they have added printing to the engraving and stationery business, and this, the oldest house in the city doing business here, ranks among the extensive and flourishing houses in Chicago. They run eight steam presses, and do the metal and wood engraving at the Franklin Street house, both the printing and stationery branches being conducted at the Dearborn Street house. Mr. Childs was married, on November 7, 1855, to Miss Mary A. Wright. He is a member of Lincoln Park Lodge, No. 611, A. F. & A. M.

STEPHEN F. GALE, the first stationer in Chicago, and afterward one of the most active and public-spirited of her citizens, was born at Exeter, Rockingham Co., N. H., March 8, 1812. At an early age he went to Boston, attended the public schools, and when fifteen years old, entered the leading book establishment of the city, Hilliard, Gray & Co. There he remained a number of years, becoming a resident of Chicago in May, 1835. At this time he established the first general book and stationery store in the city, on the south side of South Water Street, between Clark and LaSalle streets, exhibiting on his shelves also musical instruments, cutlery and wall paper. As schools were then being generally established throughout Northern Illinois, Mr. Gale soon acquired a good trade in educational books, his store becoming the source of supply for quite an area of the surrounding country. Another store in the village carried a small stock of religious books and a small supply of stationery, but made few pretensions to compete with Mr. Gale. His establishment gradually drifted into an exclusive book and stationery store, and in a few years a very large stock (or at least so considered at that time) was laid into this one-story frame structure. As trade increased, help became necessary, and A. H. Burley, Mr. Gale's half-brother, was installed as salesman. In the spring of 1842, he was taken into partnership and under the firm name of S. F. Gale & Co., the business was conducted until 1845, when Charles Burley, the brother of A. H. Burley, took the remaining interest of Mr. Gale. Under the management of A. H. & C. Burley the business was continued quite successfully.

In 1844, Mr. Gale was nominated and elected chief of the Fire Department, while it was at its zenith; and from 1844 to 1847, while he was at its head, the whole machinery of this branch of the city government moved like clock-work. In February, 1848, he was urged to allow his name to be used for a re-nomination, but, on account of ill-health, he was obliged to decline, and Charles E. Peck became his successor. When the enterprise of building the Galena & Chicago Union Railroad was revived in 1846, Mr. Gale at once took his place among the leaders of the new work. The great liberality of the old charter, together with the desire for immediate action, caused a favorable feeling in regard to his purchase. William B. Ogden, John B. Turner, and Stephen F. Gale pledged themselves in the sum of \$5,000 each toward the purchase, but, finding difficulty in obtaining the fourth name for the same sum, the three entered into an agreement to furnish the entire sum in equal parts, provided, better terms could not be made. After correspondence and interviews, Mr. Townsend, who, with Mr. Mather controlled the franchise of the road, submitted a proposition, which was, that he was authorized to make a conditional offer of the charter and assets, and receive therefor the entire amount in full paid stock of the company, as follows: \$10,000 immediately after the completion of the new organization, and \$10,000 additional upon the completion of the road to Fox River, or so soon as a dividend should be named of 6 per cent.; reserving to himself the privilege of naming, or having submitted to himself, for his approval, the names of the persons who should constitute the first board of directors. The proposition was accepted, and on the 15th of December, 1846, individual subscriptions were made to defray the expenses of a preliminary survey, and the work was put in charge of Richard P. Morgan, civil engineer. In February, 1849, a mass meeting was called by the citizens of Chicago to place in nomination some one for the majority who could be supported by both parties. Mr. Gale received the nomination, but declined to allow the use of his name, he being at this time busily engaged in the preliminary steps for the incorporation and construction of the Aurora Branch Railroad, which was to be a line running from Aurora to the Galena & Chicago Union Railroad, in DuPage

County. An incorporating act was passed in February, 1830, and Mr. Gale became its first president. After the completion of the Aurora branch it was decided to extend the road to Mendota, there to connect with the main line of the Illinois Central. In 1855, the various roads were consolidated which now form the Chicago, Burlington & Quincy Railroad in Illinois. Mr. Gale remained president of the Chicago and Aurora line until its completion to Mendota, and thus he played no mean part in the establishment of a great railroad system. He also took an active part in the resumption of the work for the completion of the Illinois & Michigan Canal. When W. H. Swift and David Leavitt, trustees on the part of the bondholders, returned from Europe, it was ascertained that no money would be forthcoming from a foreign source until Illinois subscriptions to the amount of \$16,000 were all paid. William B. Ogden, Thomas Dyer and Mr. Gale were appointed to canvass the city and offer to the trustees a bond guaranteeing the prompt payment of every Illinois subscriber. This bond was executed and accepted, and every dollar paid to the trustees on the day agreed upon. Since retiring from the stationery business in 1855, Mr. Gale has not engaged in any mercantile pursuit, but has been interested in many enterprises of magnitude.

J. M. W. JONES is the head of the corporation known as the J. M. W. Jones' Stationery and Printing Company. He was born in Petersburg, Rensselaer Co., N. Y., on January 22, 1821. The first eighteen years of his life he spent on his father's farm and in receiving a good public school education. At the age of eighteen, he went to Troy, N. Y., serving as a grocery clerk five years, then accepting a position in a book and stationery house, where he went through all the gradations of an employé until he became a proprietor. There he remained seventeen years, nine years of which he was proprietor of "The Troy Book Store," where he acquired experience and capital for his broader field of labor in this city. In 1857 he came to Chicago and soon after his arrival purchased the interests of A. H. Burley & Co., who were engaged in the blank book and stationery business at No. 122 Lake Street. Burley & Co. were the successors of Stephen F. Gale, who founded the house in 1835, making it the oldest house of its kind in this city and in the Northwest. Mr. Jones continued the business at the old stand until 1866, where it had been conducted for thirty-one successive years, when he moved to Nos. 42 and 44 Dearborn Street, as the old quarters had become too limited to supply the demands upon its capacity for work. Three years after this removal his business had so increased that he again sought more commodious quarters at Nos. 108 and 110 Randolph Street. There, the fire of October 9, 1871, consumed not only his store but his house, and he lost the greater portion of the accumulations of his earlier years; but he resumed his business at No. 68 South Canal Street, and soon after started a branch at No. 507 Wabash Avenue and one on Clark Street. As soon as the building of No. 104 and 106 Madison Street was completed he consolidated his three stores there, where he continued until his removal to his present large and commodious store, where he is conducting one of the largest houses of its kind in the West. He was one of the originators of the Fourth National Bank of Chicago and was a member of the board of directors, but soon afterward resigned. He is a communicant of the St. James Episcopal Church, joining the society soon after his arrival in this city. He married, in 1857, Miss Harriet Snow, the daughter of George W. Snow a settler of 1832.

PAUL SHNIEDIEWEND, a member of the Shniedewend & Lee Company, was born in the city of Wismar, Mecklenberg-Schwerin, Germany, September 4, 1846, from which place he emigrated to America, and settled in Chicago in 1857. The first ten months he worked in a cabinet manufactory, and at the same time attended evening schools. He next went to Addison, DuPage Co., Ill., and remained three years. Returning to Chicago, he served an apprenticeship of three years at stereotyping and electrotyping with S. P. Rounds, and then was foreman of the office seven years, after which he became manager of the mechanical department of A. Zeese & Co. He remained one year with this firm, and then formed a partnership, in 1870, with Mr. Lee, in the type founding and stereotyping business. Mr. Shniedewend was married May 6, 1872, to Fredrica Kaiser, a native of Germany. They have had seven children, five of whom are living—Agnes, Alma, Paul, Cora and Walter.

JOHN ANDERSON, a printer and publisher, was born in Voss, Norway, on March 22, 1836, and is the son of Andrew and Laura (Sampson) Anderson. He emigrated to America with his parents in 1844, when only eight years old, and, at fourteen years of age, he left school to prepare himself for his life's work. He became printer's devil with Alfred Dutch, publisher of the Chicago Commercial Advertiser. From there he went to the Argus, and when that closed its publication he went over to the Democratic Press, where he worked as compositor, until it was merged into the Tribune, and was connected with that paper for sixteen years. In 1865, he left the composing rooms of the Tribune, and started the weekly *Skandinaven*, which is now published daily and weekly.

It also has a European edition, and the only one published in this country. The *Skandinaven* not only goes to every State and Territory in the Union, but to the Canadas, Norway, Sweden, Denmark, Australia, Sandwich Islands, France, Russia and Germany. In connection with the above he runs a large job office, in which he does printing in four languages. He has also a large bindery, and in all his departments he employs from eighty to one hundred and twenty-five people. He is a publisher of both English and Scandinavian books, and is a large importer. He was married, in 1859, to Maria C. Frank, daughter of William and Betsey (Johnson) Frank. She died in April, 1874, and left one child. He was again married in May, 1875, to Julia Sampson, daughter of Peter and Sara (Nordheim) Sampson. They have two children.

BAKER & CO., are wood-engravers and designers, and dealers in engravers' tools and supplies. William D. Baker established the house in 1857, coming to Chicago from Philadelphia in 1856. Mr. Baker was a native of Philadelphia, being born in 1828, and living in New York and Philadelphia until he made his home in Chicago. He learned his trade of John Frost, of Philadelphia, receiving his education in the schools of his native city. He was a prominent Mason, a Knight Templar, and was buried, with Masonic ceremonies, in Rosehill Cemetery, Chicago.

Sylvanus W. Fallis, who succeeded to the house of Baker & Co., was born in Peru, Ind., March 12, 1842, where he lived nineteen years, receiving his education in the public schools of his native town. When nearly twenty years of age he came to Chicago, and commenced learning the wood-engraver's trade with William D. Baker, in the fall of 1862. He was then made foreman, and succeeded to Mr. Baker's business, on the death of the latter on August 23, 1871, preserving the firm name. After the fire of 1871, the business was re-established at No. 50 West Randolph Street, and on January 15, 1873, he moved to the southwest corner of Monroe and Clark streets. Mr. Fallis is an author, and is now writing an interesting series of articles in the *Inland Printer*, giving the history of wood-engraving from its earliest discovery and use to the present time.

J. F. LAWRENCE.—The printing house of J. F. Lawrence was founded in 1869, by Samuel Mitchell, J. F. Lawrence and O. C. Fordham, under the firm name of Mitchell, Lawrence & Fordham, on the northwest corner of Lake and LaSalle streets. They remained there until the great fire of 1871, in which they were burned out, losing about \$8,500. Immediately after the fire, Messrs. Mitchell and Fordham retired, and Mr. Lawrence took the business, and carried it on at No. 359 West Randolph Street up to 1873, when his eldest son, T. F. Lawrence, purchased the business, carrying it on ever since under the old name of J. F. Lawrence. Mr. Lawrence settled in Chicago in 1843. He here learned the trade of mason, and became afterward one of the prominent contractors of Chicago, continuing in that business, with the exception of the years 1860 to 1864, when he resided at Northfield, Ill., when he entered into the printing business, retiring from it, as before stated, in 1873. His son, Theodore F. Lawrence, was born in Chicago, March 8, 1846, and in 1869 became a partner in his father's firm. He married Lizzie L. Barker, daughter of John Barker, of England; they have one child, a daughter, Agnes R.

LOUIS KURZ, of the firm of Kurz & Allison, and one of the founders of the Chicago Academy of Design, was born in Salzburg, Austria, November 23, 1835. In 1852, he came to Chicago, where he pursued his studies and acquired a reputation as a scenic artist, specimens of his handiwork being observed at Crosby's Opera House, McVicker's Theatre and all the early and popular places of amusement. Louis Kurz continued to follow his profession, with fair success, until 1860, when he engaged in the business of lithographing. In 1863, with Jenne A. Floto, M. Kurz and Edward Carqueville, he organized the Chicago Lithographing Company. Their place of business was at Nos. 150-154 Clark Street, and the firm acquired a high reputation for the excellence of their work, but the great fire destroyed their establishment. Shortly afterward, Mr. Kurz founded the American Olograph Company, with headquarters at Milwaukee. In 1878, he returned to Chicago to reside permanently, and, in 1880, formed his present partnership with Alexander Allison. Their business consists in designing for large establishments of all kinds, and in originating and placing on the market artistic and fancy prints of the most elaborate workmanship. Mr. Kurz was married, in 1857, to Mary Erker, of Jefferson, Wis., and they have ten children, five sons and five daughters. His oldest son, Louis O. Kurz, has lately returned from Munich, Germany, where he spent six years at the Royal Academy of Fine Arts, and has opened a studio and established himself as a portrait painter in this city.

WILLIAM BURGESS, a newspaper printer, was born in London, England, May 1, 1824. He received his education at Exeter, England. His parents came to America, settling in Cincinnati, where they lived several years; thence they came to Chicago, where they died. Mr. Burgess came to America ten years later

than his father, and visited his parents in Cincinnati. After remaining there a few months, he concluded to come to Chicago, and arrived here in October, 1856. From shortly after his arrival here, he has been connected with the Times, and is still drawing a salary from its management. He commenced as a carrier of the paper to its patrons, and four years afterward, was transferred to the mailing department. His income being small, he purchased a cart, by which he could transfer forms from one office to another, and also do any kind of errands that would help him to make a living. His business so increased, that he purchased a horse and wagon, and the extra work involved was done in the daytime, after he had finished his work in the mailing department. In this way he mailed the first issue of the Journal of Commerce, and has continued its mailing ever since. His mailing business increased yearly until the fire of October 9, 1871, which consumed the gains of his previous years, leaving him nothing but pluck and credit to commence the battle of life anew. He opened up his business again, in connection with the mailing of the Times, receiving all the credit he asked for in replacing machinery and furniture. On May 5, 1877, he added printing to his business, and placed in position two cylinder presses and three folding-machines. He now runs ten cylinder presses, night and day, except Sundays. He prints a large number of publications, a few of which are the Breeders' Gazette, Journal of Commerce, The Living Church, The Swedish Tribune, The Farmers' Review, The Shipping Gazette, Religio-Philosophical Journal, The Emerald, with many others. He was first married in October, 1846, to Eliza Dawson, in London, England, who died there in the summer of 1848, leaving one child, Charles, who is still living, assisting his father in his business.

SAMUEL SIMONS, manufacturer of printers' furniture, engravers' and railroad supplies, was born in London, England, January 9, 1837, and is a son of William and Martha (Smith) Simons. At fourteen, he was apprenticed for two years to learn the carpenter and joiner trade, at the expiration of which time he emigrated to America. Landing in New York, in 1853, he worked at his trade until 1855, when he moved to Chicago and was employed as carpenter and joiner here till 1861. Wilbur F. Storey was the means of starting him in his present business. He was in the old Times Building one day when Mr. Storey accosted him, and asked him about his business, knowing he was a builder. Mr. Simons replied that building was dull and unprofitable. This was during the War, when it was difficult to secure male compositors, and Mr. Storey was contemplating the instruction of women and girls in the art of type-setting. "Now you," said Mr. Storey, "take rooms in my building, and manufacture type-cases, and I

one million dollars to the city treasury. He is a member of three committees, Gas, Markets, and Streets and Alleys.

JOHN BUCKIE, JR., manufacturer of printer's rollers, was born in Glasgow, Scotland, December 1, 1838, and is a son of John and Barbara (Vaughn) Buckie. His father, a printer, learned his trade in Glasgow, and sold one of the largest job offices there, when he left with his family for America, in 1851. The family stopped in New York three years, and the father took charge of the printing office of Oliver & Bro., at that time the largest job office in that city. While in New York, John, Jr., was bound out, under articles of indenture, to Oliver & Bro., but not having served his time when his family moved to Alton, Ill., his employers surrendered the articles, and thus released him. His father took charge of the Alton Courier, for its proprietor, George E. Brown, and the year after John came to Chicago, and completed his education in the art of printing with Robert Fergus, an old acquaintance of his father's. His next engagement was with William H. Rand, who was running a book and job office. There he remained one year, afterward, working in the Evening Journal, and, in 1858, he engaged with Simeon Farwell, now of the firm of J. V. Farwell & Co., as foreman of the printing, and finally took charge of the whole business. At the end of his four years' service with Mr. Farwell, he became foreman of the press-room of Dunlop, Sewell & Spalding, with whom he remained eight years. In 1870, he opened business on his own account on Dearborn Street, opposite the Masonic Temple. A few months before the great fire he sold his business to William Piggott, and traveled for the Chicago Taylor Press Company and S. P. Rounds, till October 9, 1871. After the fire they had no use for traveling men, as they could not manufacture presses and type as fast as they received orders by mail. He then aided, and took an interest in establishing the Phoenix Printing Company, and opened their business on Canal Street, in the Gates Building. Afterward he sold his interest in the printing company, and established his present business. He was married, September 19, 1857, to Annie E. Duffie; they have nine children living—John F., Minnie Annie, William B., Tessie, Barbara, Bella (Henry A., deceased), Harriet, Bella and Beatrice.

The following table (compiled from the census reports of 1860 and 1870) affords a view of the growth of the various departments of the publishing and printing business during the ten years preceding the fire. The figures given, are for the entire County of Cook, but may be accepted as relating substantially to Chicago.

TRADES.	Number of establishments.		Capital invested. (Dollars.)		Cost of raw material. (Dollars.)		Number of employes.		Wages paid. (Dollars.)		Value of manufactured produce. (Dollars.)	
	1860.	1870.	1860.	1870.	1860.	1870.	1860.	1870.	1860.	1870.	1860.	1870.
Printing and publishing.....	..	8	.....	68,000	.....	210,440	..	53	.....	37,000	.....	324,000
Book .....	..	2	.....	271,000	.....	205,620	..	181	.....	114,700	.....	452,500
Newspaper .....	..	16	.....	203,000	.....	329,075	..	341	.....	222,200	.....	945,450
Job .....	..	34	.....	293,400	.....	151,900	..	333	.....	156,200	.....	431,000
Total printing	*14	60	*307,700	835,400	*190,716	807,935	*366	908	*154,428	530,100	*525,022	2,177,950
Type founding	1	1	25,000	14,000	6,250	5,000	16	12	4,824	7,000	24,000	25,000
Inks .....	..	2	.....	28,000	.....	35,000	..	16	.....	3,320	.....	51,000
Book-binding	1	19	1,000	135,300	3,350	636,365	7	260	1,872	105,800	9,300	888,400

* The distinctions recognized in the census of 1870 were not followed in that of 1860.

will furnish the power and furnish work, more than enough to pay a small nominal rent." He accepted the proposition of Mr. Storey, and commenced operations in the rear of the Times Building, continuing eighteen months, when he removed to Calhoun Place, between Clark and Dearborn streets. In this place he was burned out by the fire of 1871. He leased a lot at No. 272 West Lake Street, and built, where he continued his business until May, 1884, when he removed to the rear of Nos. 13, 15, 17 and 19 North Elizabeth Street, where he probably has the largest manufactory of the kind in the West, and in which he employs thirty-five men. On January 19, 1875, he was married to Elizabeth A. Williams, who was born in Iowa, N. W., in 1836. She died on January 3, 1880, and left three children—Samuel, Charles and William. He was again married on February 16, 1882, to Frances Giddings. On April 10, 1883, he was elected, on the Republican ticket, a member of the City Council, to represent the Eleventh Ward. He represents the reform movement in that body, and was a staunch supporter of the high-scorer reform movement which has brought

HISTORY OF THE PRESS.

In 1858, the leading newspapers of Chicago were The Democrat, The Daily Journal, The Tribune, The Democratic Press, The Times, and the Illinois Staats

C. A. Washburn

Zeitung. There was also The National Democrat, an administration paper, succeeded later by the Herald, and the Union, an evening paper. They were

all party papers, depending on party for maintenance, and yielding in return unhesitating party allegiance. The Democrat, the Journal, the Tribune, the Press and the Staats Zeitung occupied the same ground substantially as to the slavery question, were all in alliance with the Republican party, and were prosperous papers. With the beginning of the year 1858, the Journal, the Tribune and the Press announced that subscriptions must thereafter be paid in advance. On July 1, of the same year, the Tribune and the Democratic Press were consolidated under the name of The Press and Tribune, each paper being valued at \$100,000. John L. Scripps and William Bross were owners of the Press, and

subscribers and advertisers who have always remained constant to it. Charles L. Wilson was sole proprietor,

Charles L. Wilson

Andrew Shuman, editor, George P. Upton, local and commercial reporter, and Benjamin F. Taylor, literary editor.

CHARLES L. WILSON was born in Fairfield County, Connecticut, October 10, 1818. He was the son of John Quintard Wilson, at one time a prominent lawyer in New York City, afterward removing to Connecticut, where he was appointed a judge. His education was obtained in the common schools and academy of his native county. Completing such studies as these afforded, by the time he was seventeen, he looked out upon the West as presenting the greatest resources for him, and in September, 1835, found himself in Chicago. For the next ten years his life was passed in mercantile pursuits, but his brother, Richard L., having become the owner and editor of the Evening Journal, in 1845 Charles became associated with him as editor and in the ownership of the paper. Richard Wilson died in 1856, and Charles then became the sole owner of the Evening Journal. Mr. Wilson was active in the support of the Republican party, and was a warm adherent of Abraham Lincoln in the senatorial contest of 1858. In the Republican convention of 1860 he advocated the nomination of William H. Seward for the presidency, but when Mr. Lincoln was nominated supported him with enthusiasm. In 1861, Mr. Lincoln appointed him Secretary of Legation at London, in which position he remained until 1864, meantime leaving the Journal in charge of his brother,

Mary Tomlin.

Charles H. Ray, Joseph Medill and Alfred Cowles, owners of the Tribune.

Of the papers mentioned, the Democrat was the oldest. Its earlier history is given in our first volume. It had been a Democratic paper up to the time of the Kansas-Nebraska issue, but when the slavery question was again raised, it assisted in the formation of the Republican party. John Wentworth was both its owner and editor, and its columns were characterized by his self-assertion and independence. It supported Lincoln in the senatorial campaign of 1858, and again in the presidential campaign of 1860. When the Civil War broke out, it ardently supported the cause of the Union. In the spring of 1860, Wentworth was again elected mayor, and at the close of his term, determined

John L. Wilson.

John L. Wilson, as business manager, and Andrew Shuman, as editor. Under this able management, the paper prospered greatly, and when Mr. Wilson returned from London in 1864 he found that his paper had become a very valuable property. In July, 1869, he married Miss Caroline F. Farrar, sister of Colonel Henry W. Farrar, who was at this time associated with the Journal as business manager. In 1875, Mr. Wilson's health began to fail, and in March, 1878, he died in San Antonio, Texas, whither he had gone for the benefit of his health. He left surviving him his wife and one daughter.

ANDREW SHUMAN, the son of Jacob and Margaret Shuman, was born November 8, 1830, in Lancaster County, Penn. He received a common school education, and at the age of fourteen was apprenticed to the printing business in the office of the Lancaster Union and Sentinel. He remained there until 1846, when he accompanied his employer to Auburn, N. Y., who went to take charge of the Daily Advertiser, the organ of William H. Seward. He continued working at the newspaper business until 1850, when he determined to procure a more complete education, and, during that year, prepared himself to enter Hamilton College, which he did in 1851. He remained at college until the fall of 1853, when, at the instance of some of the political friends of Mr. Seward, he assumed the editorship of the Daily Journal, Syracuse, N. Y., and remained in charge of that paper until July, 1856, when he became assistant editor of the Chicago Evening Journal. In 1855, he married Miss Lucy B. Dunlap, of Ovid, N. Y. They have one daughter. Mr. Shuman has held some public positions. He was Commissioner of the Illinois State Penitentiary at Joliet, from 1865 till 1871, and in 1876 was elected Lieutenant-Governor of Illinois. He ranks among the foremost journalists of Chicago, and is justly entitled to a large share of the credit for the success of the Evening Journal.

The reputation of the Journal is that of quiet and staid respectability. No one ever found in it any highly flavored articles, bordering on the licentious or the obscene. It is well informed, conservative, and judicious, serving the Republican party with faithfulness but never advocating the extremely radical measures of the doctrinaires of that party. Messrs. Wilson and

C. H. Ray.

to retire from journalism. He had occupied the editorial chair for a quarter of a century, and felt himself entitled to a rest. On the 24th of July, 1861, the last number of the Democrat was issued, and its editor made his farewell address to his patrons. He did not, in terms, sell his paper. He sold his subscription lists, advertising, job work, patronage and good will to the Tribune, with the agreement that he was not to publish a newspaper until after the 1st of March, 1864. Thus, the Tribune absorbed its two rivals, became the sole

Horatio Will

morning Republican newspaper, and laid the foundations for the splendid property it was subsequently.

Taking the leading newspapers in their order of age, we commence with the Daily Journal, more widely known as

THE CHICAGO EVENING JOURNAL.—With the year 1858, the Evening Journal commenced its long career of prosperity. It adopted the principle of advance payment for subscriptions, and obtained a clientele of

Shuman were both admirers of William H. Seward, and were impressed by his character. They deemed him a wise and judicious statesman. They belonged to his school, and the political tone of the Journal was keyed, so far as was possible, on the ideas and utterances of the great New Yorker. The Journal was an earnest supporter of Lincoln's administration during the War; favored Andrew Johnson until his rupture with Congress, and supported Grant's first and second administrations. It has never been in advance of its party, but, when the issues are made, marches well in line. It favors a protective tariff.

OLIVER HAZARD PERRY was born at Rochester, N.Y., in 1836, and was educated at that city and at Lockport, Ill., whither his family removed in 1847. He commenced his apprenticeship to the art of printing on the Will County Telegraph, the first newspaper published at Lockport. In 1851, he came to Chicago, and became connected with the Democrat as a printer, and remained on that paper until its publication ceased in 1861, when he entered the Journal office. In 1866, he became city editor of that paper, and, after the retirement of Benjamin F. Taylor, the literary editor. For about a year after the great fire he edited the North-Western Railway Traveler, published in the interests of the North-Western Railway Company. He then returned to the Journal, and has been continuously with it from that time. He was married, in 1870, to Miss Julia Vanderveck, of Rochester, N. Y. Mr. Perry has fine literary taste and judgment, and his criticisms are marked by good feeling and discrimination.

JAMES CHISHOLM was born at Aberdeen, Scotland, in 1838, and received his education in that famous city. He came to the United States in 1864, and took up his residence in Chicago. He commenced journalism on the Times as a reporter, and, in 1865, joined the Tribune. After the fire, he became connected with the Inter Ocean, then with the Indicator, and, a few years later, with the Journal. Most of his journalistic work has been in the line of dramatic criticism. He was married, in 1871, to Miss Mary E. Garrison, of Chicago.

THE CHICAGO TRIBUNE.—Ablly conducted and edited, enterprising in news-gathering, always partisan, the Chicago Tribune, during the period of which we now write, was the most prominent and most successful newspaper in the West. It had the merit of being on the popular side of the great political and social questions of the times. Its constituency was composed of the educated and progressive people of the Northwest, whose sentiments and opinions it reflected ably. In the campaigns of 1858 and 1860, it pursued Senator Douglas with exceeding bitterness, but when that statesman lay dead at the Tremont House, it paid a just and glowing tribute to his memory. It took a decided stand on the tangled currency that afflicted the people of the State from 1858 to 1862, on the War for the Union, on emancipation, on re-construction, on the impeachment of Johnson. During the War, it never for one moment faltered in the belief that the Union arms would be successful—never from first to last counseled peace on any other terms than entire submission. It was among the first, if not the very first,

newspaper to urge the emancipation of the slaves. It opposed the impeachment of Johnson as unwise and impolitic, and advocated Congressional re-construction. On lesser and local questions it was usually in accord with its party, and believed the shield to be silver or gold, as the party decreed.

Its editors and chief writers during this time were William Bross, Dr. Charles H. Ray, John L. Scripps, Joseph Medill, Horace White and James W. Sheahan. Mr. Scripps was appointed postmaster in 1861, when his editorial connection with the paper ceased, and, in January, 1865, he sold out his stock to Horace White, who at that time became editor-in-chief.



TRIBUNE BUILDING AND RUINS.

After the consolidation with the Press, the paper was called the Press and Tribune until 1861, when the word Press was dropped, and the following winter the Legislature of Illinois granted a charter to Charles H. Ray, Joseph Medill, Alfred Cowles, John L. Scripps, and William Bross, and their successors, under the name of the Tribune Company, with a capital of \$200,000.

The paper continued to be published at No. 51 Clark Street until the year 1868, when it removed into a new and handsome building, erected by the Tribune Company, on the southeast corner of Madison and Dearborn streets. The building was of Joliet marble, four stories high, and cost \$225,000.

WILLIAM BROSS is one of those early and prominent residents of Chicago, who has grown with the city's growth. Although he



Wm. Briggs

is now in his seventy-second year, his mind is still active and he takes as great an interest in the wonderful progress of his city as when he was much younger. From the formation of the Republican party, he has supported its principles and policy with a bold and trenchant pen, and during the War assisted in raising troops, and has rendered the organization most effective service. Mr. Bross may be said to be the father of commercial journalism in Chicago, that feature of the daily press which has done more than all else to attract the solid wealth and enterprise of other localities to this city. But his labors as a journalist even antedate his record as a commercial editor, and he stands to-day as one of the oldest and best-known representatives of the press in the city. William Bross was born near Port Jervis, N. J., November 4, 1813, and when nine years of age removed with his family to Milford, Penn. There he lived until early manhood and received his academic education. In 1834, he entered Williams College, graduating four years later with high honor. Mr. Bross was so thorough in the classics, sciences and history, that he was at once called to take charge of Ridgebury Academy, near his birth-place. He also taught at Chester for some years. He arrived in Chicago on May 12, 1848, and has since continuously resided here. He became a member of the book-selling firm of Griggs, Bross & Co., disposing of his interest the next year. Afterward, with Rev. J. A. Wight, D.D., he published the *Prairie Herald*. In September, 1852, he united with John L. Scripps in founding the Democratic Press, and under his able management it became a power. When the Republican party was formed, in 1854, he espoused its doctrines, and upheld them faithfully and consistently with voice and pen, delivering his first political speech in Dearborn Park, to indorse the nomination of General John C. Fremont to the presidency. He was elected a member of the City Council in 1855, and was the recognized commercial champion of the city's prosperity. During the War, especially, Mr. Bross made for himself a distinctive place as one of the bravest defenders of the Republican policy. He assisted in raising the 29th regiment of Colored Volunteers, which was commanded by his brother, Colonel John A. Bross, who was killed at Petersburg, Va., July 30, 1864. He also aided in discovering the rebel conspiracy by which it was proposed, in November of that year, to release the prisoners at Camp Douglas, burn the city of Chicago, and commit other depredations. In the fall of 1864, his services to the State were publicly recognized by his election to the position of lieutenant-governor of Illinois. He continued to act through two regular and one extra sessions, adding to his reputation as an orator of broad scope. For the past thirty years Mr. Bross has been more or less actively engaged in every State canvass. He is still closely identified with the *Chicago Tribune*. After the great fire, he was among those who took the lead in bringing relief to the stricken city, and was the first citizen of Chicago who presented her needs to the business men of the East; his graphic and pathetic statement, made to the *New York Tribune*, was the first considerable account of the fire given to the press of that city. His address before the relief committee of the New York Chamber of Commerce had an immense circulation and did much to inspire confidence in the early restoration of the city. Mr. Bross was married, in 1839, to the only daughter of Dr. John T. Jansen, of Goshen, N. Y. Only one of their eight children now survives—Mrs. Henry D. Lloyd, whose husband is an editorial writer on the *Tribune*. Two events in the life of Governor Bross are especially noteworthy. The amendment to the Constitution submitted by Congress to the States, abolishing slavery in the United States, was passed January 31, 1865. The resolution for its adoption was passed the next day by the Illinois Legislature, and hence his name as presiding officer of the Senate, with that of the Speaker of the House, stands first among all the States to that immortal document. All the infamous black laws of Illinois were repealed during the session of 1865, and his name was gladly affixed to them, as the representative of a free people. In 1868, he visited the Rocky Mountains with Vice-President Colfax. During the trip he ascended Mount Lincoln with a party of miners, and, in his honor, they named a mountain in the same range, only a mile or two from it, after their champion. Only a deep gorge partly separates them. Mount Lincoln is 14,297 feet high; Mount Bross, 14,185. The Dolly Varden and the Moose mines, two of the best-known and most valuable properties in Colorado, are on Mount Bross. That his name should be thus intimately associated with that of Lincoln, always his personal friend, among the highest peaks upon the continent, is an honor which any man might covet.

JOHN LOCKE SCRIPPS was born on February 27, 1818, in Jackson County, Mo., a short distance from Cape Girardeau. During his infancy his parents moved to Rushville, Ill., where he received his early education. He graduated at McKendrie College, Lebanon, Ill., and a short time subsequently studied law, and arrived in this city in 1847, to utilize his study by practice. In 1848, he purchased a one-third interest in the *Tribune*, and sold that interest in 1852, and then assisted in the inauguration of the Demo-

cratic Press. In 1861, Mr. Scripps was appointed postmaster of Chicago by President Lincoln, who was a warm personal friend of his; and therein, for four years, Mr. Scripps performed the duties incumbent upon him with singular ability, so that he earned the title of the best postmaster the city ever had. During the War he organized, equipped and dispatched to the front Co. "C" 72d Illinois Volunteer Infantry, bearing the expenses from his personal funds. In honor of him, this company was known as the "Scripps Guards." After his retirement from the office of postmaster, he became senior partner in the banking-house of Scripps, Preston & Kean, and shortly thereafter lost his wife, Mary E. Scripps, who died from heart disease on New Year's day, 1866, while dispensing the hospitalities of her home that are usual on that day. This loss fell upon Mr. Scripps with terrible force, and it preyed upon his mind so that his life was for some little time in imminent danger. He, however, rallied, and, by the energy and force of his will, made himself well temporarily, during which he paid some visits in Minnesota; but while in Minneapolis his corporal system again asserted its debilitation, and with fatal effect. He died at that city on Friday, September 21, 1866. Of him Horace White thus justly wrote: "In the death of Mr. Scripps, Chicago has lost one of her noblest men. No citizen of this or any other community ever commanded a more hearty and thorough respect from his fellows than he. Candor, integrity and courage were the marked traits of his character. He feared God, but feared no man. He would no more have thought of compromising a principle, or abating an iota of his personal honor, than he would have committed suicide. With a heart full of kindness for all men, with a lofty sense of the proprieties of life and of intercourse with his fellow-men, a house ever open to the calls of hospitality, and a purse which never failed to respond to the call of suffering, he was the firmest man among ten thousand to the convictions of his conscience. A mean act, an unworthy motive, a cowardly thought, had no room in his soul. He was not insensible to public approbation, but never for an instant would he resort to the arts so common among politicians to secure popularity. He avoided the very appearance of evil. His uprightness of character and urbanity of demeanor had made him hosts of friends in city and State, and it is not too much to say that, in the meridian of his life, with his ample fortune, his unsullied record and his conspicuous talents he might have aspired to almost any position in the gift of his fellow-citizens."

DR. CHARLES H. RAY was born at Norwich, Chenango Co., N. Y., on March 12, 1821, and came to the West in 1843, first settling in Muscatine, Iowa, where he practiced medicine, and afterward settling in Tazewell County, Illinois, where he also practiced his profession. During this period, also, he married Miss Jane Yates Per-Lee, who died in this city in June, 1862. In 1851, Dr. Ray removed to Galena, and purchased the *Jeffersonian*, a daily Democratic paper, which he conducted with personal and financial success until the period of the Kansas-Nebraska imbroglio, when his ineradicable love for personal liberty necessitated his antagonizing Stephen A. Douglas, and his identifying himself with the Republican party. In 1854-55, Dr. Ray was Secretary of the State Senate of Illinois, and as such presided during the heated canvass which resulted in the election of Lyman Trumbull to the United States Senate in lieu of his opponent, Abraham Lincoln. After the adjournment of the Legislature, Dr. Ray came to Chicago, contemplating the establishing of a penny Republican paper, and bringing with him a letter of introduction from Horace Greeley to Joseph Medill, who was contemplating locating in this city. Both these gentlemen arrived at about the same time, but after consultation, they determined upon purchasing the interests of General Webster and Timothy Wright in the *Tribune*. In April, 1855, Dr. Ray became editorially connected with the *Tribune*, but he did not purchase his interest therein until June, 1855. He remained a partner until November 20, 1863, when he severed his financial and editorial connection, with the view of engaging in speculation and achieving a fortune. In this design he was primarily very successful, and then married Miss Julia Clark, daughter of Judge Lincoln Clark, of Iowa, upon whom and his children he settled the moiety of his estate. Subsequently his investments proved unfortuitous, and he determined upon returning to journalism. He accordingly rejoined the *Tribune* as an editorial writer, on May 25, 1865, and remained there until August, 1865, when he again left the paper. In 1867, he was proffered a share in the *Evening Post*, which he accepted, and retained until his death on September 25, 1870.

HORACE WHITE was born in Colebrook, Coos Co., N. H., on August 10, 1834, the son of a prominent physician, who made a journey in a one-horse sled, in the winter of 1836-37, from New Hampshire to Wisconsin Territory, to find a location for a New England Colony, and who selected the site of the present city of Beloit as such locality. Thither he removed with his family in the summer of 1837, and there died in 1843, leaving a widow and four little children, Horace being the eldest. In 1846, Mrs. White mar-

ried Deacon Samuel Hinman, and in 1849, Horace White entered Beloit College, from which he graduated with marked honors in 1853. In 1854, he came to Chicago and made his entry into journalistic life as local editor of the Evening Journal and, in 1855, having been appointed agent of the Associated Press he resigned his position on the Journal. In 1856, Mr. White was selected as assistant secretary of the Kansas National committee, their headquarters being in this city; which position Mr. White retained until 1857, performing excellent service with his facile pen for the committee. In 1857, he entered the office of the Tribune as an editorial writer, and in 1860 he was appointed secretary of the Republican State Central Committee of Illinois, retaining that position until 1864, and during which period Mr. White was special correspondent of the Tribune in Washington. In 1864, he bought an interest in the Tribune, and in the ensuing year became editor-in-chief, which position he retained until his retirement in November, 1874, when he made an extensive tour of the continent of Europe. Mr. White is a gentleman of comprehensive education and fine literary ability, which his studious habits and varied reading have enlarged and perfected. His jurisdiction in the editorial room of the Tribune resulted in an elegance of literary style that is rarely equaled, while his painstaking attention to detail maintained and perpetuated the accuracy which the paper had previously acquired, and which have given and preserved its prestige and influence.

JAMES WASHINGTON SHEAHAN was born in Baltimore, Md., of Irish parentage, and received his education at the Jesuit School, Frederick, Md. The following data are taken from the obituary, written by his friend and co-laborer George P. Upton, after Mr. Sheahan's death, on June 17, 1883. In 1847, he made his first visit to the West, to report the proceedings of the Illinois Constitutional Convention at Springfield, and there met Stephen A. Douglas, who suggested that he should inaugurate a Democratic newspaper in Chicago. This he subsequently did, as narrated in the preceding volume. In 1860, he sold the Times to Cyrus H. McCormick, and, in December, 1860, began the publication of the Post, which he sold in April, 1865, to the Republican Company, but remained in the office of that paper until 1866, when he joined the Tribune editorial staff, upon which he remained until the date of his death. In 1863, he was selected as one of the members of the School Board and retained that position until the close of 1864; and, during his term of service, he was unremitting in his efforts to reform the insufficient management and the defective methods that then hampered education in the public schools, and the methods that he propounded were largely adopted, subsequently, in the reformatory measures of the Board of Education. He was married, prior to his coming West, to Miss Drury, a sister of the artist. Of his talents and able manner of exhibiting them, Mr. Upton thus writes: "To a mastery of terse and incisive English he added a wonderful acquaintance with the field of politics, State and National, and of political economy. There were certain subjects which he had made his own, and where no others cared to try to cope with him. A lawyer by early education, a politician by training, a student of trade and finance by predilection, no one could have been better fitted for the editorial duties which devolved upon him. When his feelings were involved he was the master of a terrible satire, which drove his antagonists to despair. The editorial which he wrote for the Tribune at the time that Andrew Johnson came here to lay the corner-stone of the Douglas monument, was long remembered as the most biting statement of the incongruity of such a spectacle as was presented by the enemy of the dead Douglas coming here to try to do honor to his memory. Outside of the office, as well as in it, he was the pleasantest and most genial of companions, the embodiment of jest and anecdote and reminiscence, and the delight of the circles in which he moved and of the houses at which he was an honored guest. But of all others it was his juniors who took the most delight in his company, to whom he was ever the kindest, and who found in him the wise adviser as well as the cheerful companion." At the funeral, William F. McLaughlin, Thomas Hoyle, George P. Upton, Joseph Medill, James B. Kunnion, and Elias Colbert were pall-bearers, and a large number of prominent citizens attended the obsequies.

ELIAS COLBERT, the commercial editor of the Chicago Tribune, and one of the best-known journalists in Chicago, was born near Birmingham, England, and emigrated to the United States in 1857, coming direct to Chicago. He commenced his newspaper career as a reporter on the Daily News, founded by Alfred Dutch about that time, and sold at two cents, being the first cheap newspaper ever published in Chicago. It was a bright paper, but it encountered an insurmountable obstacle. There were but comparatively few readers in circulation. It went a time, too, when the whole currency was in a deplorable condition, when car-tickets, postage stamps and disbursements of various degrees of goodness were used for small change. Nothing ran as low as two cents, and the Daily News, after a brief career, demised. He then formed a partnership with George Buckley, with whom he had studied phonography

in England, and organized the Northwestern Photographic Institute, with rooms in the Rice Block, on Dearborn Street. This was the first shorthand firm ever formed in the city, but R. R. Hitt had previously almost starved for want of patronage, and Henry Binmore had reported for the papers the debates between Lincoln and Douglas in 1858. The Institute was dissolved in 1862. Mr. Colbert then became a reporter on the city staff of the Times, and staid until the latter part of 1863, when he changed to the Tribune. He continued as a local reporter on that paper until August, 1866, when, on the departure of Mr. Ballantyne to the Republican, he succeeded that gentleman as commercial editor, which position he has filled most ably down to the present time. The annual reviews of trade and commerce, which for many years have been a prominent feature of the Tribune at the close of each year, have been the work of Mr. Colbert. His market reports and commercial summaries have always been highly valued, and he ranks among the foremost commercial statisticians of Chicago. In addition to his newspaper work, he has been an industrious student and writer on scientific and literary topics. He has published a history of Chicago, containing carefully gathered statistics of the growth and improvement of the city. He also wrote the major part of the work entitled, "Chicago and the Great Conflagration," published under the names of Colbert and Chamberlain. He was one of the principal contributors to the edition of 1873 of Appleton's American Cyclopedia, writing the article on Chicago, and many others. He has also written for some of the leading magazines. But in addition to all this, he has been a profound student of astronomy, and, for many years, has been in charge of the observatory at the Chicago University, performing the duties of professor of astronomy, and he has written and published a number of works on astronomical subjects. "Astronomy without a Telescope" was published in 1869, and "Star Studies; What We Know of the Universe," in 1871. These two works had scarcely reached a prosperous sale before they were destroyed by the great fire. Since the fire, he has published an "Astronomy," "Fixed Stars," and "Mathematical Tables," all of which have met with deserved success. During the time he was taking care of the telescope and acting as professor of astronomy in the University, in addition to his daily work in the Tribune, he found time to deliver numerous lectures in city and country. Prominent among these were those delivered in the Exposition Building in the spring of 1874, where he repeated the Foucault Pendulum Experiment, proving that the earth "does move." This was done under the auspices of the Chicago Academy of Sciences. Mr. Colbert has contributed many articles to the Tribune on astronomical and scientific subjects, such as the calculation of eclipses, and, in 1880, of the orbit of the Clark companion of Sirius, with the deduction of a disturber moving inside that orbit. In 1881, he published in the Tribune, from one night's observations, a computation of the distance and size of the great comet of June, 1881; other prominent astronomers saying it could not be done. From 1873 until 1884, he prepared tables for the city to use in lighting street lamps, indicating the hours of moonlight, by which the city, during its financial straits in the early part of that period, saved from \$30,000 to \$40,000 a year. The city now uses a table prepared by him for sunlight alone. Another work published by him for private circulation is entitled "Scories," which contains four productions which show extreme versatility and great genius. He is vice-president of the Astronomical Society of Chicago. He was president of the first Press Club ever formed in the city, organized in the fall of 1869, at which about eighty journalists were present. Mr. Colbert has two daughters living, one by a marriage in England, the other by his present wife, who was Miss Sarah Maria Cowper, of Chicago, whom he married in 1866.

GEORGE PUTNAM UPTON was born at Roxbury, Mass., October 25, 1834. After receiving the usual academic education, he entered Brown University, where he graduated in 1854, with honors, being the class poet of his year. Choosing a journalistic and literary career, his earliest contributions were made to the Waverly Magazine, the Flag of our Union, and the Boston Pilot, famous newspapers in their day, on which many a literary aspirant first tried his prentice hand. Turning his eyes westward, he joined the tide that was setting toward Chicago, and in 1855, commenced his journalistic career in this city. He first became a reporter on the Daily Native Citizen, a paper that had been started a short time previously as an organ of the American or Know Nothing party. It was owned by Simon B. Buckner, afterward the Confederate general from Kentucky, and was published by W. W. Danenhower. This paper gave up the ghost in the spring of 1856, and Mr. Upton joined the staff of the Evening Journal. Some contributions he made to the Journal, under the title of the Gunnybag Papers, attracted a good deal of notice at the time. In the autumn of 1861, he took the local column of the Tribune, and has been connected with that paper ever since. He was a War correspondent of the Tribune during part of the year 1862, and wrote the accounts of the capture of Columbus, New Madrid, Island No. 10,

and Fort Pillow. Illness compelled his return from the army, and he then became news, and afterward night editor of the Tribune. Fond of music and the drama, Mr. Upton has done a great service in Chicago, in awakening and cultivating an interest in those arts. He actively supported the Philharmonic Society, and has encouraged every effort to promote musical knowledge. He is one of the best known and fairest critics Chicago ever had. For many years he contributed a weekly article to the Tribune, under the pen-name of Peregrine Pickle, on art, music, the drama and cognate subjects, which were very popular and widely read. They were afterward published in book form and met with ready sale. He was first married, in 1853, to Miss Sarah E. Bliss, of Chicago, who died in 1876. He was again married in 1881, to Miss Genevieve S. Ward. In addition to his journalistic work he has been a constant contributor to the magazines, writing on all his favorite topics, and also on numismatics, in which at one time he took a great interest and made a fine collection of coins. In collaboration with J. W. Sheahan, he wrote a book called *Chicago, its Past, Present and Future*. His published works are the *Peregrine Pickle* letters, *Woman in Music*, a translation of the *Life of Haydn*, a *Life of Wagner*, a *Life of Liszt* and *Max Müller's Deutsche Liebe*, under the English title of *Memories*. He is engaged upon a *Handbook of Opera*.

THE CHICAGO TIMES.—The history of the Chicago Times is the history of progressive journalism in the West. It was the main life-work of one man, and in no particular can it be disjoined from him. It is therefore in a narrative of the life of Wilbur F. Storey that we find the story of the rise and progress of the Chicago Times.

WILBUR F. STOREY was born in Salisbury, Vt., on the 19th of December, 1819. His father was a farmer, and Mr. Storey's early years were passed on a farm. At the age of twelve, he commenced to learn the trade of printing in the office of the *Middlebury*, (Vt.) Free Press. At the age of seventeen, he considered his knowledge of the trade sufficient for more extensive fields, and

W. F. Storey,

left his paternal home and started on his career. After a year and a half in New York City, where he worked on the *Journal of Commerce*, he found himself in LaPorte, Ind., embarking in his first newspaper enterprise. In conjunction with Edward Hannegan, then a prominent politician, and afterward United States Senator from Indiana, he began the publication of the *LaPorte Herald*. It was not successful, Mr. Hannegan was not suited to editorial work, the partnership was dissolved, and after about a year the *Herald* ceased to exist. His next venture was as editor of the *Tocsin*, a Democratic paper published at Mishawaka, Ind., and there he remained a year and a half. He then went to reside with a sister, Mrs. Farrand, at Jackson, Mich., where he read law for two years. Aided by his brother-in-law, Mr. Farrand, he started the *Jackson Patriot*, and this was his first journalistic success. He then became an active politician, and President Polk appointed him postmaster at Jackson. He disposed of his newspaper, and, in 1849, when President Taylor removed him from the postmastership, he entered upon business of druggist, grocer and stationer. He had married, in 1847, Miss Maria Isham, a lady of fine character and attainments, and by her had one child, which lived only to be a year old. While a resident of Jackson, he also united with the Congregational Church. Afterward, on account of some question arising as to the sale in his drug store of alcoholic preparations, he withdrew from the church, and never after became connected with any religious body. In 1853, he removed to Detroit, and became half-owner of the *Detroit Free Press*, and subsequently its sole owner. It was a Democratic paper, without support, influence or circulation, and he made it one of the best and most influential papers in the State. In eight years he fully paid for it and cleared \$30,000 besides. This great success awakened his ambition for a wider field of action. After canvassing the chances in several of the large cities, he chose Chicago, and on the 1st of June, 1861, he purchased the Chicago Times.

The Times was founded in 1854 by Isaac Cook, James W. Sheahan and Daniel Cameron. Mr. Sheahan

conducted it until the summer of 1860, when it was purchased by Cyrus H. McCormick, who was also the owner of the *Herald*. The *Herald* had been founded in 1858, to represent the Buchanan, or administration, democracy. Mr. McCormick consolidated the two papers under the name of the *Herald and Times*, intending eventually to drop the name *Times*. He placed E. W. McComas in editorial charge, a journalist from Virginia, and the paper then became an exponent of Southern democracy. The paper was then published in the fifth story of the McCormick Block, on the corner of Randolph and Dearborn streets. The circulation was but little over one thousand, with no advertising patronage worth mentioning. In a very short time these quarters were found to be too small, and a removal was made to No. 74 Randolph Street, and the paper began to assume that enterprise and audacity which were henceforth to be its chief characteristics. Mr. Storey brought the larger part of his staff from Detroit. John L. Chipman, editorial writer; Harry M. Scovel, news editor; Warren J. Isham, his brother-in-law, city editor; H. B. Chandler, business manager; and A. L. Patterson, assistant bookkeeper, and afterward business manager.

After the proclamation of emancipation, the Times ceased to favor the prosecution of the War, and was bitter in its denunciation of the administration. Mr. Chipman left the editorial chair, and his place was filled by M. L. Hopkins. The paper soon earned the designation of "copperhead sheet," and there was an intense hostility aroused against it and its owner. It was a time of terrible passion. Mr. Storey was regarded as such a moral monster, that any means which would remove him from the face of the earth would be justifiable. On the morning of the 3d of June, 1863, a file of soldiers marched into the press-room and took possession of the establishment. About eight thousand papers had been printed, a part of which were destroyed, but the larger part were issued. General Ambrose E. Burnside, in command of the Department of the Northwest, with headquarters at Cincinnati, had issued an order for the suppression of the Times, and the commander at Camp Douglas was charged with the execution of the order. A great mass meeting was held in the Court-house Square on the evening of June 3, which was addressed by General Singleton, of Quincy, Wirt Dexter, E. G. Asay, B. G. Caulfield, and many others, in advocacy of free speech and a free press, the leaders counseling moderation until the matter could be heard in the courts. A meeting was also held during the day in the Circuit Court room, at which, were present many prominent Republicans and business men, among whom were William B. Ogden, Van H. Higgins, Corydon Beckwith, Judge Dickey, Samuel W. Fuller, Wirt Dexter, James F. Joy, Senator Lyman Trumbull and Isaac N. Arnold. A petition to the President to revoke the order was signed by all present, and Trumbull and Arnold telegraphed personally to Mr. Lincoln to the same effect. Judge David Davis was also active in procuring the revocation. The order was revoked by the President. The paper was issued on the 2d of June; it was revoked on the 4th. Part of the issue of the 3d and all of the 4th of June were suppressed. On the 5th, publication was resumed.

These events proved of great financial benefit to the Times. Its circulation and advertising patronage were largely increased. That Mr. Storey afterward felt that his course during the War had been a mistake is evidenced by the remark he subsequently made: "After this, the Times will support all wars the country may undertake."

In the fall of 1863, Franc B. Wilkie joined the editorial staff of the paper.

FRANC B. WILKIE was born in Saratoga County, New York, July 2, 1830. His early years were spent on a farm, and his primal education was such as could be procured in the winter district schools. At the age of eighteen he went to learn the trade of a blacksmith, but, after a year and a half, gave it up, resolving to educate himself. Resuming work on a farm as a means of livelihood, he spent his leisure hours in diligent study, receiving the occasional assistance of a village clergyman, and, after several years, fitted himself to enter the sophomore class of Union College. He entered in the spring of 1855 and remained until the following spring, when he received an offer to take editorial charge of the Schenectady Star, which he accepted. He had been a contributor to the paper since his entrance at college. His duties embraced every kind of work about a newspaper, from setting type to writing all the copy. This engagement lasted until the fall of 1856, when he went to Davenport, Iowa, to start a Democratic paper called the Daily News. With this enterprise he was connected something over a year, when he sold out, and devoted several months to writing a book called "Davenport, Past and Present." During his residence in Davenport, Mr. Wilkie was married to Miss Ellen Morse, a daughter of John Morse, of Elgin, Ill., a lady of culture and attractive social qualities. They have had one son, John E. Wilkie, born in 1860. Leaving Davenport in the summer of 1858, Mr. Wilkie published a campaign paper at Elgin, Ill., in the interest of Stephen A. Douglas, and at the conclusion of the campaign accepted a position on the editorial staff of the Dubuque Herald. At the breaking out of the Civil War he accompanied the 1st Iowa regiment on its campaign in Missouri, as correspondent of the Herald. At Macon City the regiment came upon a deserted newspaper office, and Mr. Wilkie at once organized a force and published the paper, a feat that attracted very wide notice, and brought him an offer from the New York Times to become its correspondent. His letters to that paper, signed Galway, were among the best of the War correspondence of the time. Another of his Missouri exploits was both daring and unique. General Price, with a large force of Confederates, was besieging General Mulligan at Lexington, who, it was supposed, would soon be forced to surrender. Mr. Wilkie was in St. Louis when he heard of the state of affairs at Lexington, and he determined to report the battle from the rebel side. With considerable difficulty he reached Price's camp, announced his mission, and was allowed to enter. Price, becoming satisfied that he was a non-combatant, accorded him every facility; and although he ran a good deal of personal risk from reckless or drunken rebel soldiers, who looked upon him as a spy, he remained until Mulligan surrendered, and sent a full report to the Times. This service drew from Raymond a highly complimentary editorial notice, and secured his promotion to chief correspondent of the Times in the West. In this position he reported the campaigns of General Grant, from the fall of Fort Henry until the surrender of Vicksburg, when he resigned, intending to put in book-form, for a Cincinnati publishing house, his experiences in the War. While the negotiations with the publishers were pending, Warren J. Isham, of the Chicago Times, was lost in the wreck of the "Sunbeam," in Lake Superior, and Mr. Storey offered Mr. Wilkie the vacant position, which was at once accepted. Mr. Wilkie's work upon the Times has been extremely versatile. Though editorial writing has been his chief work, he has done a vast amount of special correspondence, and has visited all parts of the Union and many parts of Europe as a correspondent of the Times. He has contributed to the Times many special articles, descriptions of various phases of life, sketches of the Bench and Bar of Chicago, as well as many translations, from the French, of tales, sketches and paragraphs, some of these being both felicitous and racy. He has published, in book-form, Walks about Chicago and other sketches, Sketches beyond the Sea, Sketches of the Bench and Bar, and a History of Inventions, all of which have met with an extended sale. Mr. Wilkie's style is strongly marked with cynical humor, and he can rail in good set terms at all the world. He entered fully into all the audacities of the Times and was no more discriminating than his chief as to where his blows fell, so that they only fell hard. He *was* a reporter or descriptive writer, is always picturesque and readable. His studies have been in the direction of modern science and political economy, rather than in politics and history. He has an excellent knowledge of the French and Italian languages, in the former of which he converses fluently.

HARRY M. STOREY was born at Albany, New York, on March 2, 1831. When he was but six years of age his father removed to Detroit, and there the early years of young Scovel were passed. At the age of fourteen he was apprenticed as a printer, and, his tastes being literary, after serving some years as compositor, he laid down the stick and took up the scissors and the pen. In 1853,

he was associated with Mr. Storey on the editorial staff of the Free Press; and when Mr. Storey purchased the Chicago Times in 1861, Mr. Scovel accompanied him to Chicago, to accept the position of news editor on that paper. He remained on the Times until 1865, when he joined the Republican, staying one year on that paper, and then returned to the Times, and continued until 1869. In 1869, he accepted the news editorship of the Tribune, and has remained on that paper ever since. He also edited the Weekly Tribune. He has served for over forty years in the offices of morning newspapers, most of the time as news and exchange editor. He was married, in 1850, at Detroit, and has two daughters.

Mr. Storey's treatment of his editorial staff was peculiar. He never selected their subjects nor dictated what they should write. He assumed when he employed a writer, that he knew how to write and understood the spirit of the paper. What they wrote they submitted to him. What he did not like, he threw into the waste basket with some biting comment; what he liked, he published without word of commendation. He was a just employer, often generous, but he never had the least word of praise even for the most faithful service. His intercourse with those he employed was confined strictly to the business in hand, and he never wasted the least courtesy on the most important of them. They were simply parts of a great machine, of which he was the engineer, and he would as soon have exchanged courtesies with one of his great presses as with one of his assistants. He was a solitary man, with one principal thought, to make a great and successful newspaper.

The close of the war found the Times one of the most prosperous newspapers in the city, and it was compelled to enlarge its quarters and press facilities. In 1866, a new building with a stone front was erected on the northwest corner of Dearborn Street and Calhoun Place. It was five stories in height, and intended expressly for the Times. A. Worden, of Michigan, had been taken in as a partner, but, in 1865, he sold out his interest. Before removing to Dearborn Street, Henry B. Chandler, the business manager, was admitted as a partner. In 1870, Mr. Storey became the sole owner of the paper.

In 1867, Andre Matteson joined the editorial force of the Times for the second time.

ANDRE MATTESON was born in Chautauqua County, New York, September 4, 1827. His ancestors were among the earliest settlers of New England, first in Connecticut and afterwards in Vermont. After receiving a common school education, young Matteson commenced to learn the art of printing at which he served two years, and then completed his education at the Westfield Academy. Thus equipped, at the age of nineteen, he made his way to Buffalo, where he was employed for a time in a printing office, at times writing for the newspapers. Receiving an offer from Colonel Curtis, of The Wisconsin, a newspaper published in Milwaukee, to come West and take charge of the job office of that paper, he remained there two or three years. About 1850 he removed to Chicago, and was connected, for a short time, with the Evening Journal as commercial reporter, and subsequently with the Western Citizen, published by Zebina Eastman. In 1853, Mr. Matteson took a trip into Iowa and Minnesota, with some view of settling either at Dubuque or Winona. He returned to Chicago in 1854, about the time Cook, Cameron and Sheahan started the Chicago Times. He became city editor of the Times, under its first management, and remained in that position until the paper was sold to Mr. McCormick. In December, 1860, in partnership with Mr. Sheahan, he founded the Chicago Morning Post, and continued as one of the editors of that paper until its sale to the Republican in the spring of 1865. For the next two years he was employed on the Evening Post as an editorial writer, and in 1867 accepted a position on the editorial staff of the Times, which he has held continuously for eighteen years. During his connection with the Post he studied law, and was regularly examined and admitted to practice in the courts of Illinois. He has a knowledge of French and German, and is a very excellent Spanish scholar. He has been twice married; his first wife died two years after marriage, and, in 1856, he was married to Miss Ellen C. McNaughton, by whom he has had two children.

After the presidential campaign of 1868, the Times ceased to be a party organ, claimed to be independent, and made many vigorous onslaughts on the Democratic party.

Associated with the Times of this period are other names that well deserve extended notice, did our space permit. Among these were James Goodsell, afterward one of the successful editors on the New York Graphic, Charles Wright, Alexander Botkin and others.

Such was the Times and such its owners, when, in a single night, it was swept away. The blow was paralyzing. Mr. Storey was now fifty-two years of age. The arduous labors of ten years were already telling upon his powerful physique. Calculating that he could save from the wreck \$100,000, he determined to retire, and not again attempt what then seemed to him the labor of Sisyphus. How his resolution was overcome, and how the Times arose from its ashes, will be the province of our third volume to tell.

THE CHICAGO MORNING POST.—When James W. Sheahan and Andre Matteson severed their connection with the Times, on its sale to Cyrus H. McCormick, they at once made preparations to start a new Democratic paper, and, on December 25, 1860, the Morning Post appeared. F. A. Eastman was business manager, Sheahan and Matteson editorial writers. It was not as successful as its founders had hoped, and, in 1865, they sold out to the Republican Company, recently formed. The Post was a straightforward Democratic paper. It favored the War for the Union, but opposed emancipation and the radical programme.

THE CHICAGO REPUBLICAN.—Senator Alonzo W. Mack, of Kankakee, on the 16th of January, 1865, introduced in the Illinois Senate, at Springfield, a bill to incorporate a company for the publication of a newspaper in Chicago, to be called the Chicago Republican, and on the 13th of February following the bill duly became a law. It enacted that Ira V. Munn, John V. Farwell, Joseph K. C. Forrest, J. Young Scammon, of



Chicago; Jesse K. Dubois and Jacob Bunn, of Springfield; John Wood, of Quincy; J. Wilson Shaffer, of Freeport; Amos C. Babcock, of Canton; Alonzo W. Mack, of Kankakee; Francis A. Hoffman and Henry C. Childs, of DuPage County, and their associates, successors, and assigns, should be a body corporate and politic, under the name of "The Chicago Republican Company," with a capital of \$500,000. Under this act the Company was duly organized and the stock subscribed, Jacob Bunn, a Springfield banker, and Jesse K. Dubois becoming the principal stockholders. Senator Mack was appointed publisher, and Charles A. Dana editor-in-chief.

CHARLES ANDERSON DANA was born at Hinsdale, N. H., August 8, 1819. He received a moderate education, passing two years at Harvard College, but did not graduate. In 1842, he became a member of the famous Brook Farm community at Roxbury, Mass. The enterprise did not fulfill the expectations of its founders, and Dana withdrew in 1844. He commenced his journalistic career in writing for the Harbinger, of Boston, a weekly journal devoted to social reform and general literature. In 1847, he became connected with the New York Tribune. George Ripley, one of his associates at Brook Farm, joined the Tribune at the same time, and, together, they edited the New American Cyclopaedia published by the Appletons, a work of great value, and edited with

ability. For the four or five years preceding 1861, Mr. Dana was the managing editor of the New York Tribune, but resigned in 1862, when he became assistant Secretary of War, under Edwin M. Stanton. This position he occupied with distinguished ability until 1865; then he resigned, to accept the editorship of the Republican.

ALONZO W. MACK was a well-known politician from Kankakee County. He had been a member of the Legislature for many years. His life has been one of extraordinary activity, and he has gained prominence in the various careers of physician, lawyer, soldier, legislator and journalist. He was born at Moretown, Vt., in 1822. He received a common-school education, and, at the age of sixteen, came West, and settled in Kalamazoo County, Michigan, where he commenced the study of medicine. When twenty-two years of age he graduated at LaPorte, Ind., where he remained and where he married. He soon returned to Kalamazoo, and entered upon medical practice. After some years he removed to Kankakee, Ill., and was one of the early settlers of that place. In Kankakee he commenced to practice law, and entered upon his political career, becoming first a member of the lower house of the Legislature, and afterward a senator, representing Kankakee, Will and Grundy counties. In the summer of 1862, he organized the 76th Regiment of Illinois Volunteers, and was appointed colonel. He accompanied the regiment, and served with it until January, 1863, when he resigned to resume his seat in the Senate. After he left the Republican he commenced the practice of law in Chicago, which he continued until his death, on the 4th of January, 1871.

The first move of the new company was to purchase the Morning Post, and, on the 29th of May, 1865, the initial number of the Chicago Republican saw the light. It was a handsome sheet, in quarto form, and in its make up very similar to the New York Times. It was a bright and attractive paper; and never did journalistic craft spread its sails before the winds of popular favor under more favorable auspices. It was backed by a large capital, had experienced journalists in charge, was on the popular side in politics, spared no expense in securing the news, and yet it did not succeed. It expounded protectionism most ably, but the high-tariff Republicans clung to the low-tariff Tribune. It uttered the most advanced sentiments of the most advanced wing of its party, but the radicals took in the Tribune. In the summer of 1866, Mr. Dana sold out, and returned to New York, and Jacob Bunn became the principal owner of the paper. VanBuren Denslow, Henry M. Smith, James F. Ballantyne and George D. Williston were then employed on the Tribune. They were all trained Western journalists and newspaper men. Bunn offered them stock in the newspaper. They left the Tribune. On the 6th of August, 1866, the Republican was issued under the new régime. I. Newton Higgins became general manager, representing the interest of Mr. Bunn, and Dr. Mack's connection with the paper was severed. James W. Sheahan, who up to this time had been an editorial writer on the Republican, now left it, and joined the forces of the Tribune. Mr. Denslow continued on the paper very nearly a year as editor-in-chief, when he retired, and his position was taken by James F. Ballantyne.

JAMES F. BALLANTYNE was one of the ablest journalists of this period. He was born at Glasgow, Scotland, in 1829, and at the age of nine years was apprenticed to the printing business. His education was such as the Scotch youth of his time received in the night schools and Mechanics' Institutes then flourishing. By the time he had reached the age of twenty he had mastered his business and had acquired an excellent practical education. But in his application to his trade and devotion to business he had implanted the seeds of that disease which was to cut him off in the very prime of his manhood and forbid his reaping the fruits of years of arduous labor. In 1849, he emigrated to the United States, and worked at his trade for one year in New York. There he met and married Miss Joan Erie, also a native of Glasgow. He came to Chicago in the latter part of 1850. Here, for the next seven years, he was engaged in the publishing business, for a time in connection with Daniel O'Hara; but the panic of 1857 found him unprepared for a financial storm, and the publishing business stopped. He now commenced his career of journalism, on the Democratic Press as commercial editor, and so continued after that

paper was consolidated with the Tribune. He was the first commercial editor in Chicago, and was the first to prepare the annual reviews of trade and commerce which have always been among the special features of the Chicago Tribune. Mr. Ballantyne remained on the Tribune until August, 1866, when he became commercial editor of the Republican, and the next year editor-in-chief. In this position he remained until May, 1869, when failing health compelled him to give up all work, and seek, in a trip to Europe, renewed health and strength. He returned in a few months without substantial benefit. Consumption had fatally seized him, and the few months of life remaining to him presented an unavailing struggle with the disease. In March, 1870, he went to San Diego, California, and died there July 12, 1870. He was buried in Chicago. The only public position he ever held was member of the Board of Education, from 1868 until the time of his death.

Henry M. Smith became the editor-in-chief of the Republican for a short period, and, in the fall of 1870, the Springfield capitalists becoming discouraged, the concern was sold to a new company, composed of Joseph B. McCullagh, John R. Walsh, Homer N. Hibbard and William H. Schuyler, and Messrs. Bunn and Dubois retired from journalism.

The paper was now reduced in size and sold for three cents. It was considered to be flourishing, and was undoubtedly under excellent management when the great fire swallowed it up. A worthless insurance policy and a Western Associated Press franchise were its principal assets.

Such is a brief history of the most remarkable venture in journalism ever attempted in Chicago. It had almost unlimited means, its editors and managers were men of great ability as journalists; it was in accord with a great party; it gave the news as fully as its rivals; its pages were attractive; it flourished at a period when the most insignificant newspapers made money; and yet it failed.

HENRY MARTYN SMITH was born in New Bedford, Mass., on May 5, 1830. He was educated at Amherst College, where he graduated in 1851. He came West the same year, and settled at Detroit, where he became a tutor in the family of Captain E. B. Ward. The next year he commenced the study of law, but soon abandoned the idea of adopting that profession. He came to Chicago in the autumn of 1852, and entered the office of the Evening Journal as reporter, and continued in the city department of that paper three years. In 1855, he became city editor of the Democratic Press, and on the consolidation of that paper with the Tribune, remained in the same position. In July, 1866, he became one of the stockholders of the Republican, and left the Tribune to become an editorial writer on that paper. After the great fire he returned East, and has been connected with various journalistic enterprises in Brooklyn and in Massachusetts.

GUY MAGEE was born in Philadelphia on July 23, 1842. His parents removed to Canada, where he was educated. In 1862, he came to Chicago and commenced his career in journalism as a reporter for the Tribune. In the last year of the War he went to the front as a War correspondent for that paper, and upon Mr. Ballantyne's retirement from the Tribune, took the position of commercial and financial reporter until May, 1868, when he joined the Republican as city editor. He remained until 1870, when he took the same position on the Times. After the great fire, he was associate editor for about a year of the Chronicle, an insurance paper. In the fall of 1872, he became telegraph editor of the Tribune, and remained until July, 1873, when he took the city editorship of the Inter Ocean. In July, 1876, he returned to the Tribune as assistant city editor. This position he held until October, 1883, when he resigned it to become city editor of the Times.

DAVID BLAKELY was born in East Berkshire, Franklin Co., Vt., in 1834. At the age of thirteen, he was apprenticed in a printing office, and after leaving the trade, entered the University of Vermont, where he graduated, in 1857. He then removed to Minnesota, where he entered upon journalism, and in 1862, after serving two terms as clerk of the Minnesota Legislature, became Superintendent of Public Instruction. In the autumn of 1865, in partnership with his brother, C. H. Blakely, he founded the Chicago Evening Post, which he conducted until after the great fire. The paper was Republican in politics.

JOSEPH K. C. FORREST, a brilliant author and journalist, is a native of Cork, Ireland, where he was born, November 20, 1820. His father, a man of high standing in that city, was a freeman and a burgess, and for thirty years was director of the house of Cum-

mins Bros. & Co., one of the wealthiest mercantile firms in the country. He also conducted a farm, of six hundred acres, and a large planing-mill and tannery. Joseph's uncle, Philip Ryder, was, for thirty years, controller of customs for Cork, and his oldest brother, John L. Forrest, married one of the daughters of James Lane, formerly mayor of the city. Notwithstanding his high connections and his abilities, which would have gained him great honors in his native country, young Forrest determined to come to the United States. He arrived in Chicago, in July, 1840, and soon became assistant editor of the Journal, under Richard L. Wilson, afterward assuming the editorial management of the Gem of the Prairie, which paper was subsequently merged into the Tribune. It was, in fact, upon the urgent solicitation of Mr. Forrest, that the Tribune was so christened. Selling his interest in the establishment, he joined John Wentworth, as assistant editor of the Democrat, holding this position during 1846-47, and it was while acting in this capacity, that he was elected clerk of the Recorder's Court, over Philip A. Hoyne. He did not hold office again until the People's party was organized in 1873, when he was chosen city clerk. Of late years, Mr. Forrest has been connected with the Chicago Daily News, where his versatile pen and well-stored mind have added much to the value of that enterprising and able newspaper. His reputation as a writer rests, not a little, upon his productions on commercial and financial topics, in which specialties he is deeply read, and which he treats in a philosophical vein, rare in these days of superficiality. Mr. Forrest married Miss Sadie Calhoun, daughter of Alvin Calhoun. They had two daughters, Hattie and Lydia, who married, respectively, William G. Baxter and Harry Boore. Mrs. Baxter was one of the fairest and tenderest of women, and died in 1884. This was the greatest sorrow of the lives of Mr. and Mrs. Forrest, and from it they have never recovered. Descending the vale of life, these gentle, kindly old citizens of Chicago but use their reminiscences as memories of their lost daughter, and look forward to the expiration of their life's journey as being a re-union with her whose pure life was the sunbeam of their world. Whatever there may be of political antagonisms to "Joe" Forrest, not one who knows him but gives him and his wife their earnest sympathy and kindest, heartiest affection.

ZEBINA EASTMAN was born in North Amherst, Mass., September 8, 1815. At the age of fourteen he determined to become a printer, and with this purpose entered a printing office at Amherst as an apprentice. He soon displayed a decided capacity for the art, and made very rapid progress in it. Having remained at his apprenticeship for eighteen months, he realized that a better education was necessary for him to succeed as a journalist. He therefore left the printing office and entered the Hadley Academy, to prepare for college. While pursuing his studies his health failed, and he was forced to abandon his desire for a collegiate education, and went back to the printing business. When eighteen years of age he persuaded his guardian to advance him what was due of his inheritance, amounting to two thousand dollars, and with this capital he embarked in his first venture in journalism. He went to Fayetteville, Vt., and in company with a friend started the Vermont Free Press. The first issue was dated June 7, 1834, and it was kept going until the following spring, when the capital being exhausted, the paper failed. Meantime, he had become imbued with strong anti-slavery feelings, and he resolved to devote himself to the cause of human freedom. In 1837, he emigrated to the West, stopping for a year or two at Ann Arbor, Mich., then, passing through Chicago, settled at Peoria, where he worked for a time on the Peoria Register. Subsequently he went to Lowell, LaSalle County, where he joined the veteran abolitionist, Benjamin Lundy, in publishing a paper called the Genius of Universal Emancipation. Mr. Lundy soon dying, Mr. Eastman continued the publication of the paper for several months. In June, 1840, he married Miss Mary Jane Corning, of Burlington, Vt., to whom he had been affianced before he left that State three years before. He returned to Lowell, and in partnership with Hooper Warren, published the Genius of Liberty, as successor to the Genius of Universal Emancipation, but, in 1842, on the invitation of some of the prominent abolitionists of Chicago, he removed there and started the Western Citizen, which became the leading anti-slavery organ of the Northwest. In 1853, the name of the paper was changed to that of the Free West. It lasted but comparatively a short time, for the slavery question was rapidly coming up as the one commanding issue on which the States and the people were dividing, and the great and prosperous newspapers were becoming the exponents of freedom. The work of the abolitionists, as such, was nearly accomplished. In 1850, Mr. Eastman was appointed delegate for Illinois to the World's Peace Congress, at Frankfort, Germany. There he made valuable acquaintances, and among others Elihu Burritt, the "Learned Blacksmith." It was through the influences of Mr. Eastman that the abolition vote was thrown for Elihu B. Washburne, in 1852, thus electing him over his democratic opponent. In 1856, the Liberty party was practically merged in the

Republican party, and a distinctive organ being no longer necessary, the Free West subscription list was transferred to the Chicago Tribune. From this time, Mr. Eastman became an active supporter of the Republican party, and did much to bring the abolitionists in accord with it. His services were appreciated and recognized, and after the election of Abraham Lincoln, he received the appointment of consul to Bristol, England. Prior to this, in 1857, Mr. Eastman attempted the publication of the Chicago Magazine, but for lack of support it lasted but five months. Mr. Eastman remained at Bristol for eight years, and was admirably fitted for the position. His services during the period of the Civil War were highly appreciated by his Government. On his return to the United States he took up his residence at Elgin, where he remained about four years, when he removed to the village of Maywood. The succeeding years were passed in literary pursuits, but failing health prevented any sustained effort in any direction. He died at Maywood, on the 14th of June, 1883.

Some writers who attained distinction during the period covered by this volume, were as follows:

"JANUARY SEARLE." This was the *nom de plume* of George S. Phillips, who was on the Tribune staff in 1863. He was the author of *The Gypsies of the Dane's Dyke*, and of a book descriptive of the churches of this city.

JOEL H. WICKER, a lawyer, and a brother of Charles G. Wicker, wrote extensively for the Times previous to 1859.

ALBERT H. BODMAN was an employé of Alfred Dutch on the Daily News, afterward worked on the Tribune, and was then city clerk. He recently was engaged upon a patent inside.

I. NEWTON HIGGINS was on the editorial staff of the Times in 1863-64, and was then on the Republican. He subsequently went to California and was there employed on the Call.

HARRY GRIFFITHS was an assistant to Mr. Colbert on the Tribune in 1864-65, and afterward was engaged on the Republican. He was a brilliant writer, but his intemperate habits were his ruin.

"BEAU HACKETT" was on the staff of the Times, and was esteemed a possible peer of Mark Twain. His death terminated his bright and flattering prospects.

S. V. R. HICKOX was on the Tribune from 1857 until 1872, being its agricultural editor for many years.

THE ILLINOIS STAATS ZEITUNG.—The Illinois Staats Zeitung stands foremost among the German newspapers of the West. Strongly allied to the Republican party on the question of slavery, it was of incalculable service in bringing the German-American voters of the Northwest, to the support of the party and thus promoting its success. Its editors have all been men of ability and influence, and, in later years, the frequent revolts of the Germans from allegiance to the Republican party have been largely due to the sentiments of independence inculcated by the Staats Zeitung. But, during the formative period of the party, and in the campaign that resulted in the election of Mr. Lincoln, the Staats Zeitung was a power that deserved and received consideration from the highest party magnates.

In 1861, at the time of the outbreak of the civil war, Mr. Schneider, then editor of the Staats Zeitung, was appointed consul to Denmark, principally on account of his having sent a memorial through a committee, headed by Mr. Larned and others, to President Lincoln, to influence the press in the northern part of Europe—at that time prejudiced by the utterances of the London Times—in favor of the Union. Mr. Schneider, in fulfillment of his mission, in the fall of 1861, went to Hamburg, Bremen and Copenhagen, at which latter city the present Minister of Denmark to Washington, Mr. DeBille, was then editor and publisher of the Dag Bladet, and this gentleman was the first to change the tone of his paper relative to American politics, consequent upon appreciating the cogency of Mr. Schneider's arguments. In this year also Lorenz Brentano, who had previously been writing for the paper, bought Mr. Hoeffgen's interest, as Mr. Hoeffgen did not desire to remain in sole charge of the paper during Mr. Schneider's absence, and William Rapp was made editor of the paper. In the latter part of 1861,

when Mr. Schneider returned from Europe, he sold his interest in the Staats Zeitung to Lorenz Brentano, and since that time he has been unconnected with any newspaper. At the time of its sale the paper had thirty-five hundred city subscribers, and had a Sunday as well as a weekly edition.

GEORGE SCHNEIDER was born in Pirmasens, Rhenish Bavaria, on December 13, 1823, and is the son of Ludwig and Josephine (Schlick) Schneider. He received his early education at the schools of his native place, and, at the age of twenty-one, became a journalist, and therein became actively engaged as a revolutionist in his Province against the domination of the Bavarian despotism. But he was not satisfied with fighting alone with his pen, but supplemented his efforts with his sword, and when the Prussians assisted the Bavarian monarchy, he saw that further attempts at subverting the tyranny were useless, and sailed for America, arriving at New York in July, 1849. From thence he went to Cleveland, Ohio, and from there to St. Louis, where he established the Neue Zeit. From thence he came to Chicago, as narrated in volume I of this History. Resigning his consularship, to which he was appointed, as above stated, in 1861, he returned to Chicago and was appointed collector of internal revenue by Abraham Lincoln, the first to occupy that position in the State, and for four years discharged the duties of that office with marked ability and scrupulous fidelity, making his administration also distinguished by his selecting subordinates for their efficiency and not for partisan principles. When his term of office expired, Mr. Schneider was elected president of the State Savings Institution, and retained his interest therein until 1871, when he was elected president of the National Bank of Illinois, which position he still holds. This institution is one of the most conservative, prosperous and influential in the State, and the thirteen years' occupancy of the presidential chair sufficiently testifies to the high appreciation the stockholders have of the ability of Mr. Schneider, which has made the institution what it is. Mr. Schneider was married on June 6, 1853, to Miss Matilda Schlotzter; they have seven daughters. Mr. Schneider, in addition to his other offices in public and private life, was delegate at large to the National Convention of 1856, district delegate to the Convention of 1860, and elector at large from the State of Illinois at the election of James A. Garfield. In 1876, he was appointed Minister to Switzerland by President Hayes. He resigned the position immediately thereafter. Mr. Schneider has long since buried all animosities toward his former country, and has since visited Rhenish Bavaria and rejuvenated old and hallowed associations in that land of his nativity.

ANTHONY C. HESING was born at Vechta, Oldenburg, Prussia, in 1823, and since he was fifteen years of age, has fought the battle of life by himself, having lost his mother in 1832 and his father in 1838. Until this time he had attended school, but his guardians then decreed that he must help to earn his living, seeming, by their subsequent action, to utilize young Hesing so far as possible and at a minimum of expense. Therefore, they apprenticed him to learn the trades of baker and brewer; but this was so galling to him, that after repeated applications to his guardians, he finally prevailed upon them to allow him to come to America. They had his patrimony of a thousand thalers—a large sum in that country—out of which they generously gave him enough to pay his passage, and retained the remainder. He arrived at Baltimore, at the age of seventeen, with five dollars in his pocket, and at Cincinnati, afterward, five dollars in debt. In the latter city he entered a retail grocery store, where he worked two years, and, although he was unable to save much money, he established an excellent reputation for frugality, honesty and industry, and principally with this capital, he opened a grocery store on Court Street, in 1842, which he maintained until 1848. In 1847, he re-visited Germany, and there met Miss Louisa Lamping, whom he married and brought with him to this country. In 1848, he sold out his grocery and erected a hotel on the corner of Race and Court streets, Cincinnati, which he managed until 1854, when he disposed of it and came to Chicago. He then engaged in the manufacture of brick, in company with Charles S. Dole, and continued therein until the panic of 1857 terminated their business. He then struggled along, cheerful under misfortune, brave under adversity, until 1860, when he was nominated and elected sheriff of Cook County, which office he retained two years.

In 1862, he bought an interest in the Staats Zeitung, and in 1867, became the sole proprietor of the paper; subsequently disposing of a portion of his interest to other stockholders in the company owning the paper. Mr. Hesing retained his management of the paper until his son, Washington Hesing, became the directing and governing hand of this most potential of German jour-

nals, its influence being only exceeded by the New York paper of the same name

THE RELIGIOUS PRESS will be comprehensively treated in the ensuing volume.

THE WESTERN ASSOCIATED PRESS.

The exciting enterprise which characterized the collection of news in the early days of the New York Herald and its rivals has long been a thing of the past. Carrier pigeons, pony expresses, relays of horses, special locomotives, chartered steamboats, fast sailing schooners and pilot boats have all been superseded by the telegraph, and the use of the telegraph is usually only a question of money. The result of this has been to equalize all newspapers, so far as the function of news gathering is concerned, and has compelled individual newspapers to achieve superiority in other respects, and in those features where intellect tells. Thus the standard of journalism has been elevated, and the value of the press to the business interests of the country immeasurably increased.

An association of five or six of the prominent newspapers of New York City was formed in the year 1851, for the purpose of collecting news for their own use. It was called the New York Associated Press, and was found so useful that like associations were formed in other parts of the country. The principal one of these is the Western Associated Press. It operates the territory from the Great Lakes to the Ohio River, south to Memphis and Louisville, and west to the Missouri. It has fifty-six voting members, and supplies news to more than eighty press customers, besides, who are not members. It interchanges among these the local news, and delivers a copy of local news to an agent of the New York Press Association, at Cincinnati. It also reports anything within its territory which may be needed in addition to the collection for western press use, and the New York association is under similar and reciprocal obligations to the West. Neither association can serve any competitor, or encroach upon the territory of the other. The news furnished, supplied as it is to newspapers of all shades of political opinion, is free from partisan bias, and is generally regarded as trustworthy. When a party organ desires political color to its news it furnishes it to its readers in the form of a special dispatch.

The Western Association Press was formed in 1865, Joseph Medill of the Chicago Tribune being one of its most active promoters. On the 21st of March, 1865, the Legislature of Michigan passed a general law to provide for the incorporation of associations engaged in the publication of newspapers, periodicals, books and other matter.

It provided that any three or more persons may associate themselves for the purpose of procuring intelligence for the newspaper press from all parts of the world, by telegraph or otherwise, upon such terms and conditions, and subject to the liabilities prescribed in the law. It further provided they should sign articles of association, specifying, the name, the capital-stock, the purpose, the place of business and the term of existence, which was not to exceed thirty years.

In pursuance of this law the first meeting of the Western Association Press was held at Louisville, on the 22d and 23d of November, 1865. They adopted articles of association as prescribed by the Michigan statute, and also a set of by-laws in pursuance of the same.

The articles and by-laws provided that the publish-

ers of daily newspapers in the West might become members of the association by subscribing for one share of the capital-stock at its par value of ten dollars. This share of stock is evidence of the right of the newspaper holding it to participate in all the rights, advantages and immunities of the association. The stock is not transferable except on the sale of the newspaper holding it, and no newspaper is allowed to hold more than one share. Each share is entitled to one vote in all meetings of the association. Newspapers may be admitted to the association on the application of the press of the city where they are proposed to be published. In the event of any disagreement between any member of the association and the New York Associated Press or any telegraph company, the matter in controversy shall be referred to the Board of Directors, whose decision shall be sustained by the association.

The following were the first officers of the association: President, J. D. Osborn (Louisville Journal); secretary and treasurer, H. E. Baker (Detroit Advertiser and Tribune); directors, M. Halstead (Cincinnati Commercial); A. W. Fairbanks (Cleveland Herald); Jacob Barnes (Detroit Free Press); George L. Knapp (St. Louis Republican); Horace White (Chicago Tribune). Executive committee, M. Halstead and Horace White.

Subsequently, it was ascertained that, as the association was formed under a law of Michigan, the principal office should be in that State. Mr. Osborn then resigned the presidency, and H. N. Walker, of the Detroit Free Press, was chosen in his place.

Although the association has a contract with the Western Union Telegraph Company, by which its rates are very much lower than the ordinary charges, the tolls for a single year reach \$175,000.

One of the direct results of the association is to make a close corporation of the newspapers already existing in any particular place, and rendering it almost impossible to start a new newspaper that can compete with them, inasmuch as the newspaper can not get the associated press dispatches without their consent. There have been cases where papers have been successful under such adverse circumstances, but they are quite rare. Capital usually shrinks from such enterprises, for until a paper can acquire a permanent and enduring constituency its expenses will exceed its income.

WESTERN NEWS COMPANY.

JOHN R. WALSH AND THE WESTERN NEWS COMPANY.—Prior to 1856, the circulation of periodicals and newspapers was for the most part the affair of the individual publishers. They obtained their subscriptions and served their subscribers through the mails. Some of the large newsdealers in New York City had used the Express to some extent in sending the more popular papers and magazines to a distance, but the business was not extensive until the formation of the American News Company, about the year 1856. This company was started in New York City by A. S. Tuttle, and was formed by the consolidation of several of the largest newsdealing firms of that city. As railroad facilities increased, it extended its business operations until, by the year 1861, it took in all the prominent cities of the Northern States. At this time there was one young man in Chicago, who saw that unless the newsdealers of Chicago adopted the same methods as the News Company, they could not hope to compete with them. This was John R. Walsh.

In a year or two, Mr. McNally took Mr. Walsh into

partnership; but a trusted clerk having embezzled largely from the firm during that year, Mr. Walsh's interest was about used up, and he became a salesman again. Meantime he was watching the growth of the American News Company, and saw them occupying territory, that could be as well or better served from Chicago. He urged upon Mr. McNally that the business be extended to compete with the News Company. The railroads were opening up hundreds of new places in which plenty of customers could be found, but Mr. McNally was satisfied with what he had, and would not go into the enterprise. So, in 1861, with a little borrowed capital, Mr. Walsh opened a news depot of his own. Plenty of local customers flocked to him, but he had his eye on a larger field. He commenced to supply the outlying towns and cities of Illinois, Wisconsin, Minnesota and Iowa with papers and periodicals more regularly and more quickly than could be done by the News Company or through the mails. Newsdealers in these western towns soon found that by ordering from John R. Walsh, Chicago, they could get supplies twelve hours earlier than from the News Company, and twenty-four hours earlier than by the mails. It was the time of the War, and whatever people wanted, they wanted right away. The consequence was Mr. Walsh soon had almost the entire business in his hands, and the American News Company awoke to the fact that they had to deal with a young, enterprising and exceedingly energetic rival. Four or five years of competition convinced them that if they wished to do business in the Northwest, they must have the assistance, not the rivalry, of Mr. Walsh. Negotiations resulted in the establishment, in 1866, of the Western News Company, with John R. Walsh as manager. It was the first branch of the parent company, which now has branches in every large city of the United States.

The News Company has revolutionized the methods of newspaper and periodical circulation. It stands between the publisher and the public, doing, with comparative safety what the publisher formerly did, through the mails, with risk and loss. It orders so many hundred or so many thousand newspapers every

day from each publisher, and pays the cash down for them. These it distributes in every town and hamlet throughout the land, reached by a railroad. The profit is small, but it is constant. The property dealt in is extremely perishable, but the company is saved from heavy loss by the agreement of the publishers to take back unsold papers, the company losing the cost of handling only.

Without the machinery afforded by the News Company, newspapers could not have acquired the large circulations they have. To accomplish it, a large increase in the clerical force of each establishment would be necessary, and even then the mails could not afford them the requisite facilities. Mr. Walsh's name is inseparably connected with this great enterprise. His energy and business ability has made it what it is. He is justly entitled to the credit of having materially contributed to the welfare and convenience of the great reading public of the West.

JOHN R. WALSH is a native of Ireland. He was born August 22, 1837, and came to the United States with his parents when he was twelve years of age, settling in Chicago. At the age of eighteen, he became clerk and salesman for J. McNally, who was then one of the principal newsdealers in the city. Of pleasant manners, retentive memory and obedient disposition, he soon made himself popular with the patrons of the store. He knew what each customer wanted and was quick to attend to him. Says a friend who knew him at this period, "When a man came into the store who wanted some particular thing, had perhaps ordered an extra paper or magazine, John could tell him at once whether it had come or not, or give him the special information he wanted, right off, while any of the others would have to go and look over files or lists or something which would take up time. So customers all wanted to deal with John." Mr. Walsh was one of the founders and is the president of the Chicago National Bank, to which he gives his constant personal attention during banking hours. He also continues to superintend the News Company. He was married, in 1867, to Miss Wilson of Chicago, and has five children. With evening his business cares are dismissed, and in his home and family he finds his rest and recreation. Amid all his vast business enterprises in which he has accumulated a large fortune, he has preserved the pleasant and generous traits of his younger manhood. In business dealings he is exact himself, and expects exactness in others, to the uttermost farthing, but his friendly hand is ever extended to help those who have not prospered so well as he. In all Chicago there is no more popular man than John R. Walsh.

HOTEL HISTORY.

Few people of to-day, who enjoy the comforts and even luxuries afforded by the modern hotel, think of the great changes which have been wrought in such establishments within a comparatively few years. The days have happily fled when guests were wont to climb three or four flights of stairs, to reach their sleeping apartment; preceded by a small boy, usually sleepy and always lazy, bearing a flickering tallow candle, or a smoking lamp. What guest of the old-time hotel can not remember the wish, on awakening in the morning, that he was safely down stairs, through the narrow and dimly-lighted passages? In those days, elevators and fire-escapes, electric lights and bells, and the many other modern inventions now considered indispensable, were unknown. Among the cities of the West, none could earlier boast of hotels, prompt to adopt every discovery looking to the comfort of guests, than Chicago.

TREMONT HOUSE.—As long ago as 1850, this city had, in the old Tremont House, a hotel which at that time had no equal in the West. As the residents of that day well remember, it originally stood on the north-

west corner of Lake and Dearborn streets, and was built by Alanson Sweet in 1832-33. By way of comparing it with the present hotel of the same name, it may be mentioned that the first Tremont House was a small wooden building, twenty by thirty feet, and only three stories high. Its proprietor was Alanson Sweet, who conducted it as a saloon and boarding house. In the summer of 1836 the Couch brothers, Ira and James, arrived in Chicago, and opened a gentlemen's small furnishing store and tailor shop, on Lake Street, between State and Dearborn. In the fall of that year they sold out this business and rented the Tremont House from Mr. Sweet, which they kept until the 27th of October, 1839, when it was destroyed by fire. From this date until his death, the history of the Tremont may perhaps be best learned from the biography of the man who first gave it prominence, and which it has so long enjoyed, as one of the representative hostelries in the West.

IRA COUCH was born in Saratoga County, New York, on the 22d of November, 1806. At the age of sixteen, young Ira was apprenticed to a tailor, but he purchased his time from his em-

ployer, and, in 1826, set up business for himself in Jamestown, New York. In 1833, he married Caroline E. Gregory, at Ellipticville, Cattaraugus County; and in the summer of 1836, removed to Chicago. A few months later, he sold out his establishment, rented the Tremont House from Mr. Sweet, and in the fall of 1836, began his career as a hotel-keeper. When, in 1839, this house was burned, Mr. Couch lost almost all he had, but with characteristic energy he immediately leased, of the Messrs. Wadsworth, the corner lots where the present Tremont now stands, and began the erection of a new and better building than the old one. The second Tremont House fronted about ninety feet on Dearborn Street, by one hundred feet on Lake, and was a frame structure three stories in height. It was commenced late in December, 1839, completed during the following spring, and opened to the public in May, 1840. This house was kept by Mr. Couch until it was destroyed by fire, July 21, 1849. Before the burning of the last-mentioned building, however, Mr. Couch had purchased the ground on which it stood, and, at the time it was destroyed, was the owner of one hundred and forty feet on Lake Street, by one hundred and eighty feet on Dearborn. His second hotel having been burned, he conceived the idea of erecting a magnificent brick structure, covering the whole of the area already mentioned, and five and a half stories high. The magnitude of this scheme was such as to excite no little ridicule from his friends and business associates, who, as they saw the new building rising from the ruins of its predecessor, were pleased to term it "Couch's folly." Even the soundest business men, thought the building of such a hotel was a hazardous undertaking, and one wholly uncalled for by the demands of the times. The great hotel was completed, furnished, and opened to the public on Saturday, September 29, 1850. In January, 1851, the Gem of the Prairie, in a review of the notable buildings erected in Chicago during the previous year, said: "The Tremont House has precedence of all others. It is one of the chief ornaments of the city, and reflects great credit upon its proprietor, Mr. Ira Couch. The house is five and a half stories high, and its internal arrangements, including furniture and decorations, are all in the highest style of art, and of the class denominated princely. There is, perhaps, no hotel in the Union superior to it in any respect. The cost of the building was \$75,000. J. M. Van Osdel, architect and superintendent; C. and W. Price, masons; Uplike & Sollitt, builders." Three years after the house was opened, Mr. Couch leased the building, and sold the furniture to David A. and George W. Gage, of Boston, and practically retired from active business, though still exercising a supervision of his affairs. In company with his wife and child he began traveling, to recuperate an overtaxed constitution. In the winter of 1855-56, he returned to Chicago, going from thence to New Orleans and Havana, still accompanied by his wife and child. He was so delighted with the climate of Cuba, that he at once formed the intention of spending his winters in that country; and December of the following year found him, with his little family, again comfortably domiciled in the city of his choice. A few weeks later, he was suddenly stricken with a fever, and, almost before the dangerous character of his malady was known, he was dead, and his wife and child left alone in a land of strangers. His remains were brought to this city, and, about a year and a half after, were deposited in the massive stone vault erected for that purpose, in Lincoln Park, by his brother James. Thus died Ira Couch, at the age of fifty-one years, in the very prime of his manhood.

JAMES COUCH was born at Fort Edwards, on the Hudson, in August, 1800. He received his early education in Chautauqua County, and remained there until 1820, when he went into the Johnson House, at Fredonia, N. Y., as clerk. After remaining at this hotel for some time, Mr. Couch returned home, and, with his brother George, began keeping the Stage House, a hotel which stood on the lake shore, the thoroughfare then from Cleveland, Ohio, through Erie, Portland Harbor, Maysville and Jamestown, to Pittsburgh, Penn. He next went into the lumber and distilling business, and in 1836, in company with his brother Ira, came to Chicago. In July of that year both brothers returned to New York to purchase goods. After leaving New York, they separated at Albany, Ira going to Jamestown to join his family, and James proceeding with their merchandise to Buffalo by canal. At that place, being unable to find a steamer, he was compelled to charter a schooner to bring his goods to Chicago. After a passage lasting five weeks, he reached this city, and found his brother Ira, who had already arrived, awaiting him. The goods were placed in a small building on Lake Street, the property of Captain Seth Johnson. In the fall of 1836, he and his brother purchased the Tremont. His connection with that house has been already set forth. The hotel was re-built by him, after the great fire of 1871. He also erected a number of large and substantial business blocks in various parts of the city. He then began the erection of the Commercial House, but it was finished by others. Mr. Couch has, indeed, been a useful citizen of Chicago; he invested the money made here in erecting build-

ings that are a credit to him and the city they help to adorn; and, though now nearly eighty-five years of age, he is still strong and vigorous. He was married on the 25th of March, 1847, to Miss Elizabeth C. Wells, of Stratford, Conn. They have had two children—a son and daughter. The latter died in 1853, when only two years of age. The son, Ira Couch, was born in 1848, and was educated at Albany, N. Y., where he studied law and was admitted to the Bar in 1869.

Gage Bros. took the house in 1853, and in 1855 John B. Drake, the well-known proprietor of the Grand Pacific, became a partner and retained his connection with the Tremont until it was destroyed in the fire of 1871. In 1863, David A. Gage retired from the firm, and, in company with Charles C. Waite, assumed control of the Sherman House. Gage & Drake continued the Tremont until 1868, when the former sold his interest to Mr. Drake, who conducted the house until the fire. In 1861, the house was remodeled and enlarged on a grand scale, and the proprietors, Messrs. Gage Bros. & Drake, refurbished the house at a cost of over \$30,000.

From the foregoing history it will be seen that not only, for thirty-five years, has the Tremont House held its place, as one of the leading hotels in Chicago, but for many years was unapproached by any of its competitors in the elegance of its appointments and excellence of its management; and, notwithstanding it has been three times destroyed by fire, it still stands an enduring monument to the memory of its founders, and of the men who have made it famed, as being one of the model hotels in the West.

THE SHERMAN HOUSE was built in 1836-37, by Hon. F. C. Sherman, who was subsequently Mayor of Chicago, and was first opened in December of the latter year, by Jacob Russell, who had formerly kept the old Lake House. It was then known as the City Hotel, but, in 1844, Mr. Sherman remodeled the house, added



SHERMAN HOUSE.

two stories, making it five stories in height, and changed its name to the Sherman House. Its proprietors from 1837 to 1857, have been named in the first volume of this work; and in 1858 it was kept by Martin Dodge and Hiram Longley. In December of that year, Ezekiel Tripp and Daniel W. Hale assumed control, and kept the house until in May, 1861, when the work of tearing it down was begun, to make room for the elegant and costly structure which Mr. Sherman had determined to erect in its stead. The new hotel was completed, and opened to the public for inspection, on Tuesday, July 8, 1861; and as the opening of the Tremont House, a trifle over a decade before, had been an event of no

small importance in the march of Chicago's progress as a city, so the opening of the new Sherman, a second grand hotel, was an affair to be noted and remembered.

The new Sherman House was six stories high, and had a frontage of one hundred and eighty feet on Clark, and one hundred and fifty feet on Randolph Street, the latter overlooking the public square. The material of the structure was the finest Athens marble, from the quarries at Lemont; the style of its architecture was plain, yet it possessed sufficient character to give it a deserved prominence among the finest edifices of its class in the West. The entire cost of the building was a little over \$200,000, and the land was valued at about \$150,000, while the furniture and appointments swelled the grand total to nearly half a million dollars.

The lessees of the house were Porteus B. Roberts, a well-known railroad man from Peoria, and Frank T. Sherman, a son of the proprietor; Samuel Hawk, formerly of the Richmond House, and W. S. Hughes were also associated in the management of the new Sherman, assisted by Messrs. Kellogg and Rice. Roberts and Sherman conducted the house until 1863, when David A. Gage (formerly of the Tremont House) and Charles C. Waite assumed control; two years later, John A. Rice became a partner. In 1867, the proprietors were Gage & Rice; in the following year Mr. Rice retired from the firm, being succeeded by Horace Walters; Gage Bros. & Walters then conducted the house until destroyed by the fire of 1871.

FRANCIS CORNWALL SHERMAN was born in Newton, Conn., in the year 1805, and came, with his family, to Chicago in April, 1834. Shortly after he reached this city he built, with the aid of a fellow-workman, a frame building on Randolph, between La Salle and Wells streets. This building, which was standing until the fire of 1871, was originally eighteen by thirty-four feet, and twelve feet high. Here he opened a boarding-house, and was soon doing a thriving business. The next year he purchased a wagon and a pair of horses, and, in the absence of stage-coach facilities, carried passengers from Chicago to Joliet, Galena, Ottawa, Peoria, and other places. In 1835, he moved out on what was then called the prairie, on Adams Street, near Market, and began making brick, his kilns being between Market Street and the river, about the present site of the Madison-street bridge. In 1835-36, he built for himself the first four-story brick building erected, on Lake Street near Clark. Mr. Sherman continued the business of brick-making and building for over fourteen years, during which time he erected a great number of houses and business blocks for others. In 1850, he had grown so wealthy that he retired from this business and devoted his time to the management of his large estate. From the time of his arrival at Chicago, Mr. Sherman always took an active interest in public affairs, and, in the course of a long and useful life, was many times honored with substantial tokens of public esteem. He was selected as one of the first board of trustees of the town of Chicago, of which body he was a member until the town, as a corporation, ceased to exist. He was also a member of the first board of aldermen, and was honored by frequent re-elections. He was a member of the board of county commissioners, and was always active in his efforts to preserve the court-house square for public purposes. In 1843, he was elected to the State Legislature, and four years later was a member of the same body, and aided in framing the new Constitution for the State. In politics, Mr. Sherman was an active Democrat, and on that ticket was a candidate, in 1856, for mayor of Chicago, but was defeated by Thomas Dyer. In 1862, he was elected to the majority over C. N. Holden, and, in 1863, was re-elected for a two years' term, over T. B. Bryan, after one of the fiercest local contests known in the history of the city. Mr. Sherman was married, before coming to Chicago, to Miss Electa Trowbridge, of Danbury, Conn., and has had seven children. Of these, there are now but two living—General Frank T. Sherman, and Martha L. Marsh, now residing in Evanston. Mr. Sherman died November 12, 1870, and was deeply and sincerely mourned by the people of a city in which he had lived so long, and for the advancement of which he had ever earnestly labored.

His widow survived him eleven years, and died on the anniversary of her husband's death, November 12, 1881.

THE ADAMS HOUSE was built, in 1857, by Hugh Maher, a well-known capitalist of this city, and at one time accounted the largest property owner in Cook County. The house was opened, in the autumn of 1858,

John Pearce

by William Adams; and in April of the following year, W. L. & J. I. Pearce, formerly of the Matteson House, purchased and assumed control of the Adams. In December, 1860, W. L. Pearce sold his interest to Schuyler S. Benjamin, now of the Brevoort House. Pearce & Benjamin conducted the Adams until it was destroyed,

S. S. Benjamin

in October, 1871. It is of interest to note that this hotel stood on the former site of the old Hydraulic Mills, the first flouring mills in Chicago, which were discontinued in 1853.

HUGH MAHER was born in Ireland in 1818, and when nineteen years of age came to this country, arriving in Chicago in 1837. Here he rapidly amassed great wealth, and, in later years, was known in business circles as one of the boldest, yet shrewdest, speculators of his time. An idea of the extent of his possessions may be gained from the statement that he once owned the dock frontage on both sides of the Chicago River, from Twelfth to Eighteenth street. A small portion of this property he sold to the Lake Shore & Michigan Southern Railroad Company for \$205,000. In 1873, Mr. Maher moved to Hyde Park, where he continued to reside until his death, which occurred January 22, 1884.

THE CLIFTON HOUSE originally stood on the southeast corner of Wabash Avenue and Madison Street, and was built by Mr. Knights. It was first kept as a hotel, in 1858, by Joshua Barrell, then, in 1859-60, by Killian

Killian Winne

Winne. In 1861, Elijah W. Herrick purchased the property, and, after enlarging and re-furnishing the house, remained its proprietor until his death from cholera, in 1866. Joshua Barrell again assumed control, which he retained until 1870. In May of that year, the property was leased by W. A. Jenkins, who enlarged its capacity, and in May, 1871, made a second addition to the hotel. Mr. Jenkins remained its proprietor until it went down in the general conflagration of October 9,

Joshua Barrell

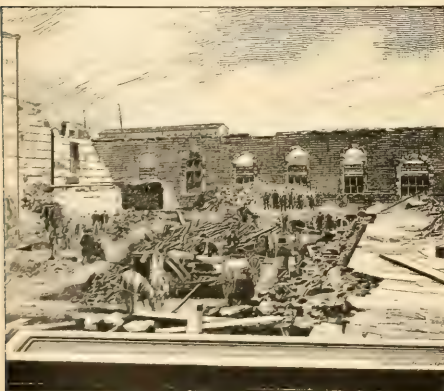
1871. Previous to the fire, however, Albert A. Holmes had purchased an interest in the house, and was part owner of it at the time it was destroyed.

THE MATTESSON HOUSE, as built by Governor



ADAMS HOUSE

Mattesson in 1850, was a five-story brick structure, having a frontage of eighty feet on Randolph and ninety feet on Dearborn Street. When built, it was considered second only to the Tremont. Its cost was \$20,000. It was opened in the following year by W. L. Pearce, who, a few months later, associated with him his brother, J. I. Pearce, and they conducted it until, in 1853, they were



RUINS, ADAMS HOUSE.

succeeded by Stevens & Willard. In May, 1858, they sold out to Charles H. Bissell and William S. Goodrich, who kept the house until 1861, when Mr. Goodrich sold

his interest to his partner. In 1864, Robert Hill took the house, and remained its proprietor until the fire. The following account of the sale of the old Mattesson House, is taken from the Tribune of March 6, 1866:

"One of the old landmarks of Chicago, the well-known Mattesson House, on the northwest corner of Randolph and Dearborn streets, was sold at auction yesterday, to enable a partition to be made among the heirs of the Mattesson estate. * * * Finally, the property was awarded to Messrs. M. O. Walker and Robert Hill, for the sum of \$130,000. It has been asserted that this is the oldest hotel building in the city, but this is a mistake. The Lake House, over on Kinzie Street, is much older, having been built about 1837 [1835], but is not now used as a hotel. The Tremont, however, still standing, is much older than the Mattesson. Thirty years ago, the lot was sold by Dr. W. B. Egan to John H. Hodgson, and others, built the Baltic House on the lot; it was destroyed by fire in 1849; and, in 1850, Mr. Hodgson sold the same ground to Joel A. Mattesson for \$9,000, and that gentleman, during the same year, built the Mattesson House, which was opened under the management of W. L. Pearce, in 1851. When first opened, the rent of the Mattesson House was only \$2,000 per annum, and it was almost on the verge of the business part of the city. In 1853, Mr. Pearce sold to Messrs. Stevens & Williams, two Vermonters, and they, in turn, in 1858, after having, it is said, each made a fortune out of the establishment, transferred it to Bissell & Goodrich. At this time, the rent was raised to \$6,000, and the following year the building was elevated eight feet from its old position to the present grade. Mr. Goodrich sold out to his partner in 1861, and, until 1864, the house was kept by Mr. Bissell, who, in turn, sold it to Robert Hill, the present proprietor. It is stated that the entire rent of that portion of the hotel sold yesterday, and of the stores beneath, amounts to \$15,900 per annum; and this can not be deemed an exorbitant income from the rentals, when it is taken into consideration that it is one of the best corners in the city for a business location. Mr. Hill, the present proprietor, formerly kept the Garden City House. The history of the Mattesson House is a short one, but as an old settler remarked, 'It seemed like a dream that this property, which I remember as little better than a valueless swamp, occupied by the small shop of Hudson, the tailor, should to-day be well worth \$130,000, in the very heart of one of the most flourishing cities in the Union, and with every prospect of a still greater increase in value.'"

After the fire, a business building, known as the Borden Block, was erected upon its former site.

ROBERT HILL, well known as one of the most popular and successful hotel managers in the West, was born in 1821, in the town of Cooper, Maine. There, Robert was reared and educated, assisting his father in the management of his farm and hotel until 1843, when he went into the hotel business on his own account, at Baring, Maine, where he remained until 1849. In that year, he purchased a stock of general merchandise, and established himself at Sheboygan, Wis. In 1852, he married Miss Sarah Murdock, and in the spring of 1853 came to Chicago. His first business venture was as proprietor of the old Lake Street House, located on the northeast corner of Lake and Franklin streets. At the end of a year he disposed of this property, and leased the Clarendon House, on Randolph Street, between Fifth Avenue and Franklin Street, then among the leading hotels of the city. The enlargement and refitting of this house was rewarded by an extensive patronage, which soon exceeded his accommodations, and he leased the Garden City House in 1857, a pretentious structure that occupied the site where now stands the wholesale house of Marshall Field & Co. This was a large brick hotel, four stories in height, and containing seventy-five rooms. He conducted this house for seven years, and in 1864 secured the lease of the Mattesson House, and, two years later, with M. O. Walker, purchased the property for \$130,000. After the destruction of this house in the great fire, Mr. Hill disposed of the Mattesson House property, and secured the land at the corner of Jackson Street and Wabash Avenue, where he erected the Mattesson House, of which he was the proprietor at the time of his death. Mr. Hill's death, March 4, 1877, was regretted, not only by the people of Chicago, who recognized in him a citizen of sterling worth, but also by thousands of guests of his house, who had had occasion to admire his qualities as a host and a man. During his life he was connected with the Union Park Congregational Society, whose charities always found in him a liberal supporter. Mr. and Mrs. Hill had seven children born to them, two daughters and

five sons; the two former are now deceased. The sons are Charles, Horace, George, Webster and Edwin.

THE MASSASOIT HOUSE, situated, before the fire, at the southwest corner of Central Avenue and South Water Street, was built, in 1857, by David A. and George W. Gage, and was opened, the following year, by John C. Parks and John W. Humphreys. In appearance, the house nearly resembled the Massasoit of later years. The old Massasoit, however, though built of brick, was plastered on the outside, and then tiled in imitation of stone. It was five stories in height, contained seventy-two rooms, and cost, originally, \$32,000. In 1851, John W. Humphreys, who had previously purchased his partner's interest, sold out to William Cox, who, in turn, was succeeded by Killian Winne. In the spring of 1863, Hiram Longley purchased the house, paying for it \$35,000. Mr. Longley kept it until the fall of 1871, when, his health failing him, he leased the property for a term of years, and returned to Shirley, Mass., his native town, to spend his declining years. Through the courtesy of A. W. Longley, of this city, a nephew of the old hotel man, the following letter from Mary A., widow of Hiram Longley, has been furnished for publication in this History. The letter is dated April 2, 1884, and reads as follows:

"Dear Sir,—Your favor at hand. Will try to answer a few of your questions. Mr. Longley was born in Shirley, Mass., in 1807, and spent his early years as a manufacturer in Dover, N. H., and in his native town, where he first went into business for himself in 1825. In 1853, he went to Chicago, and in the following year purchased the old Rock Island House, situated on Clark Street, at the corner of Twelfth. Here he was burned out in August, 1856; and in November of the same year he went into the Sherman House, and remained there two years. From there to the Clarendon House, on Randolph Street, where he remained until the spring of 1863, when he purchased the Massasoit House. He paid for it \$35,000. In the spring of 1871 he returned to the East; and you know what took place in the fall of that year. In May, 1873, his nephew, A. W. Longley, of Chicago, began rebuilding the house, and opened it in the fall; Mr. Longley, senior, also returned to Chicago during that year, and remained there until the spring of 1875, when he once more came East, to his native town, where he died February 15, 1877. He was married, in 1838, to Mary A. Farnsworth, of Harvard, Mass.; he died childless. I have no cut nor picture of the old house; we had one, but it was destroyed at the time of the fire.

"Very respectfully, yours, MARY A. LONGLEY."

THE CLEVELAND HOUSE was built, in 1856, by A. Cleveland, and was located at Nos. 46-52 West Lake Street. Mr. Cleveland, with I. N. Merritt as manager, continued to keep the house until 1859, when it was destroyed in the great fire which occurred September 15, of that year. In 1863, a Cleveland House was started at 34 East Kinzie Street, corner of North Clark. This hotel was opened by Robert Duncan, and kept by him until 1865, when August Hendrick became proprietor, and so continued until the fire of 1871.

THE REVERE HOUSE, formerly the Young America, was first opened on the northeast corner of Randolph and Dearborn streets. It was built in 1853, by Isaac Cook, now of St. Louis, and was opened, on the European plan, in 1854, by J. Stockton White & Co. In 1857, the house was first called the Revere, and William R. Irish assumed its control. He was succeeded, two years later, by Albert M. Stoddard and Erastus B. George, and they, in turn, by C. W. Baldwin and H. F. Willard, who conducted the house until 1859, when it was pulled down, to be re-placed by a business block, built by C. H. McCormick, and known as the McCormick Block. On April 5, 1864, a new Revere House was opened, at the corner of North Clark and Kinzie streets, by Gilbert Dutcher, and kept by him until the

fire. The following local notice of the last mentioned house and of the old Revere, is taken from the Tribune of April 2, 1864:

"All old residents of Chicago were once familiar with the old Revere House, which long since was pulled down, to make room for the present McCormick Block. The name was discontinued, but was not lost. It has been resuscitated, and applied to the old Foster House, which, having laid idle for two years, is about to be opened under a new name by Gilbert Dutcher, formerly of the Capital House, at Madison, Wisconsin. The way in which the house has been rejuvenated would surprise any one who knew it only as the old Foster House."

It is a strange coincidence that, as the old Revere House was re-placed by the McCormick Building, so was the second hotel by another building bearing McCormick's name. McCormick's Hall now stands at the corner of North Clark and Kinzie streets, the former site of Dutcher's Revere House; and the hotel afterward known as the Revere was situated just across the alley, on a half block farther north of its old location.

HATCH'S HOTEL, located at No. 29 North Wells Street, was kept, in 1858, by Heman Hatch, who, as early as 1845, kept the old Eagle Tavern, situated on Dearborn Street, between Lake and South Water streets. In 1859, James L. Howe became the proprietor of the Hatch House, and conducted it until 1863, when it passed into the hands of John T. Corcoran. Three years later, Hugh Dunn became a partner, and retained his connection with the house until 1870, when Corcoran purchased his interest, and at the time of the fire was running the house alone.

THE BARNES HOUSE, corner of Randolph and Canal streets, now among the oldest of Chicago's hotels, and for many years ranking among its leading hostelries, was built, in 1866, by Royal B. Barnes, H. H. Yates and Daniel Booth. Royal B. Barnes was its first proprietor, and David M. Barnes, his son, its first bookkeeper. In 1869 the house passed into the hands of N. A. Hanks, who, in the following year, was succeeded by C. H. Rice and R. H. Worley. They relinquished their proprietorship, in 1871, to W. K. Swallow, who conducted the house until 1873, when he failed. The hotel had not proved a profitable adventure to its various owners, and after Mr. Swallow's failure it was, for a time, permitted to stand idle. In 1874, Benjamin Ransom took it in charge, and conducted it until October, 1875, when he sold it to John T. Latschaw, in whose hands it remained but a few months. He then sold out to a man named Lowell, who shortly afterward took Charles Dore, of St. Louis, into partnership, and they conducted the house until June, 1876. At that time Benjamin Newman purchased Mr. Lowell's interest, the firm becoming Newman & Dore. On January 1, 1877, Mr. Dore retired from the business, and Mr. Newman took his two sons, Harvey R. and Benjamin L., into partnership, and the business was conducted under the firm name of Newman & Sons, until the death of Mr. Newman, Sr., May 6, 1880. Since that time, the sons, under the name and style of Newman Brothers, have been the proprietors. The house has since the fire been conducted on the European plan. In 1884, its present proprietors opened a restaurant on the first floor, and about the same time refitted and furnished the hotel throughout with new and elegant furniture, making it one of the leading hostelries on the West Side. It may be added, that the success of the hotel dates from the time that Mr. Newman, Sr., took charge of it, and that since his death his sons have brought it to its present excellence. In 1881, the brothers took a year's lease on the old Burdick House, afterward the ill-fated Langham Hotel, and successfully conducted that house until May, 1882.

BENJAMIN NEWMAN (deceased) was born in Pickaway County, Ohio, in 1817. In 1829, his parents removed to Illinois, settling near Jacksonville. There he attained his majority, and engaged with his father in farming and stock-raising until 1857. The panic of that year ruined them financially, and Benjamin, who had long been inclined to the ministry, became an itinerant in the M. E. Church, and for nearly twenty years was identified in this work in various portions of Illinois. In 1876, he came with his family to Chicago, and purchased into the Barnes House, which he conducted until his death in 1880. Mr. Newman was married to Miss Caroline Routt, daughter of Harvey Routt, of Jacksonville. They had five children, all sons, of whom four are still living—Harvey R., Benjamin L., Charles and Henry.

HARVEY R. NEWMAN, eldest son of Benjamin Newman, was born in Jacksonville, Ill., April 15, 1857. He was given a good English education, and on coming to this city in 1876, with his father, entered the Northwestern University, at Evanston. He afterward pursued the study of law, until the death of his father, on May 6, 1881, when, with his brother, he succeeded to the business they still conduct.

BENJAMIN L. NEWMAN was born in Jacksonville, Ill., in 1859, and came with his parents to this city in 1876, where he has since lived. He began his business career before he had attained his majority, as a partner with his father in the proprietorship of the Barnes House, and, in 1880, with his brother Harvey R., he became its joint proprietor. Both brothers are enterprising and industrious, and to these excellent qualities may doubtless be attributed much of the success they have achieved.

THE METROPOLITAN HOTEL was kept, from 1858 to 1862, by A. L. Gage. In that year Benjamin H. Skinner assumed control of the house, and conducted the same until 1857, when he purchased the Briggs House. He was succeeded in the management of the Metropolitan by J. A. Baldwin, who, in 1869, was succeeded by H. G. Pulling and Abner Kirby, proprietors at the time it was burned.

THE RICHMOND HOUSE, situated at the northwest corner of South Water Street and Michigan Avenue, was built in 1856, by Thomas Richmond, a capitalist

Thos. Richmond

and vessel-owner, then an old citizen of Chicago. The house was opened in 1857 by Messrs. Taber & Hawk, who expended over \$60,000 in furnishing it, making it, in all its appointments, scarcely second to any hotel in the city. In July, 1861, Killian Winne succeeded Taber & Hawk as proprietor. It is stated that Mr. Hawk not only lost his original investment, but left the house over \$10,000 in debt. In March, 1862, Mr. Winne relinquished his control, being also a loser, and for some time the property remained vacant. The furniture was sold, under a foreclosure of mortgage, to Mr. Lahr, of LaFayette, Indiana, he paying only \$9,000 for what, but a short time before, had cost over five times that amount. In 1863, an Eastern capitalist, R. W. Hyman, purchased the property for \$85,000, and, after completely refurnishing the house, opened it and placed it in charge of Mr. Burroughs, an old, experienced hotel-keeper. In 1864, W. L. Pearce purchased the house, and conducted it until 1866, when it passed into the hands of Richard Somers, formerly of the City Hotel. Mr. Somers conducted it for about two years, when he also relinquished his proprietorship. At that time, all efforts to make the house a success having failed, it was sold to Mr. Lowenthal, who converted it into a business block, and it so remained until destroyed by the fire in October, 1871.

THE OBIENT HOUSE, was situated at Nos. 281, 283 and 285 State Street, and it first appears as a hotel in the City Directory of 1859. In that year it was kept by L. L. Atwood, formerly a furniture dealer at No. 502

State Street. In 1862, it passed into the hands of D. H. Danolds, who was its proprietor until 1867, when he sold out to Augustus Parsons, who, in the following year, associated with himself Erastus C. Grant. The new firm conducted the house until 1870, when it was purchased by S. A. Danolds, who was its proprietor until 1871.

THE HAMILTON HOUSE, earlier known as the Washington House, when it was situated on the margin of the river, on South Water, near Clark Street, was built in 1840, and was kept for a number of years by Philip Connelly. In 1851, it was moved to the southeast corner of Clark and North Water streets, an addition built to it, and the remodeled structure became the Hamilton House, taking the name of its owner, Colonel Richard J. Hamilton, of this city. J. F. Draper & Co. opened the house, and continued its proprietors until 1857. At that time it passed into the hands of Amos B. Currier, who kept it until 1862. From this year, until 1866, Jacob L. Metzger was its proprietor; he was succeeded by James Kennedy, who ran the house until in the spring of 1868, when it was torn down.

THE BOARDMAN HOUSE was built in 1855-56, by Carter H. Harrison, and opened in the early part of the latter year, as a family hotel, by J. W. Boardman. The

J. W. Boardman

house was situated at the corner of Clark and Harrison streets, and was, in those days, the only exclusively family hotel in the city. Mr. Boardman remained in the house some three or four years, when it was sold to Henry H. Honoré. Mr. Boardman removed to the Gale property on Randolph Street, near the old Metropolitan Hotel, and there opened a house bearing his name, and which he kept for a number of years. He then went out of the hotel business for a time; but in the fall of 1872 he opened the Woodruff Hotel, corner of Wabash Avenue and Twenty-first Street, where he remained until his death, which occurred at LaCrosse, Wis., on the 17th of April, 1883.

MR. BOARDMAN was born in Amesbury, Mass., in 1829, and before coming to Chicago, in 1854, followed the vocation of an engineer on the ocean steamer "George Law." His first business venture in this city was in the Boardman House; and during the twenty-nine years of his residence in Chicago he built up an enviable reputation as a man of sterling integrity and genuine worth. Mrs. Boardman, his widow, and one daughter are now residents here, the former still retaining her husband's interest in the hotel he was conducting at the time of his death.

THE CITY HOTEL, situated on the southeast corner of State and Lake streets, was kept in 1858 by Richard Somers & Co.. In 1866, Mr. Somers purchased the Richmond House, and the City Hotel passed into the hands of L. H. Ainsworth, who kept it until 1868; he then sold out to Joseph W. Towne, who conducted the house until the fire. The City Hotel was built and owned by Styles Burton, and its first proprietors were Jeduthan Brown and Frederick Tuttle, who formerly

W. F. Orcutt

kept the old American Temperance House, moving from there to the City Hotel, in 1848. W. F. Orcutt, now of the City Hotel, at State and Sixteenth streets,

and who for several years was connected with the old City Hotel, has furnished the following letter concerning that hotel. Under date of March 26, 1884, he says:

"Yours of the 23d inst., at hand. I was, I think, associated with J. H. Thom, in 1854, in the management of the City Hotel. I remember the year, as it was the bad cholera season. Thom sold out, and Dick Somers was with me for a short time, and then I sold out. I was also with Brown & Tuttle, in the old American Temperance House, at the northwest corner of Wabash Avenue and Lake Street. They then took the City Hotel, and were its first proprietors. Their lease was, I think, for five years. Then Cyrus Adams, from Naperville, took it; I do not remember how long he kept it, but I took it again after he left. Styles Burton, who owned the house, is now dead; Mr. Tuttle is still living in this city. The main part of the house, corner of Lake and State streets, was four stories high, built of brick; back on State to the alley was of wood, three stories; the dining room was on the first floor until the building was remodeled. I am sorry to say I have no cut of the house.

"Yours respectfully,
"W. F. ORCUTT."

RICHARD SOMERS was born in England, June 21, 1821, and came to Chicago June 10, 1836. For some years he was a steward on various steamers running to Milwaukee, Grand Haven and other points. His first hotel venture was as proprietor of the City Hotel. In 1866, he purchased the Richmond House, having sold the former house to Joseph W. Towne. In 1869-70, he was elected a member of the City Council from the First Ward. About a year before the fire, he became steward at the Sherman House, and, while the city was yet in flames, he went over to the West Side, and leased, for his employers, the building that is now the Gault House. In 1872, he went to New York and took charge of the Grand Union Hotel of that city. In the following year, he returned to Chicago, and became steward at the Palmer House. In 1876, in company with John A. Rice, he went to Philadelphia, and took the management of the Globe Hotel, a structure which stood opposite the Centennial buildings. Two years later, when the Globe was torn down, Mr. Somers returned once more to Chicago, and from here went to Galveston, Texas, and took charge of the Tremont House there. Six months later he went to Milwaukee, Wis., and accepted position as steward in the Plankinton House. He remained there until, in October, 1883, he resigned this position to take the superintendency of the commissary department of the Chicago, Burlington & Quincy Railroad, having charge of the dining-cars and eating-houses along its line. It was in the employ of this company that Mr. Somers met his death, in an accident that occurred near Gladstone, Illinois. He left a widow, three sons, and two daughters; the latter are Mrs. John E. McWade and Mrs. W. T. Hall, of this city. Two of his sons, William and Joseph, are at present in charge of the commissary department of the new West Shore Railroad.

THE BRIGGS HOUSE, occupying the same site, both before and after the fire, was built in 1853, by William Briggs, and its first proprietors were George H. French and John Floyd, who opened the house in April of the following year. Messrs. Floyd and French conducted the house until in May, 1858, when, having been seriously crippled, financially, by the panic of the preceding year, they were forced to dispose of their interest to W. F. Tucker and J. H. Silsby. Mr. French, being an old and experienced hotel man, was retained in the house as manager under the new firm, and, in fact, was connected with it in various capacities, under its different owners, until his death, which occurred in this city in April, 1870. His former partner, Mr. Floyd, went South, to Montgomery, Alabama, where he died sometime during the War. Mr. Tucker remained the proprietor of the Briggs until, in 1867, B. H. Skinner, formerly of the old Metropolitan, assumed control, which he retained until June 17, 1871, when it was purchased by W. F. Wentworth and C. D. Woolworth, who were its proprietors when it was destroyed in October of that year. It is said of the Briggs House that, from the time of its opening and until it was burned, it had always proved a source of profit to its proprietors. The most unfortunate men ever connected with it were Messrs. Wentworth & Woolworth, who lost their all on the memorable 9th of October.

MINOR HOTELS.—Of the minor hotels in 1858-59, the following may be named:

The Burdette House, South Clark, near Polk Street, kept by J. H. Holmes; Caldwell House, Polk and Sherman streets, by Peter Caldwell; Cambridge House, No. 95 Carroll Street, by George Bond; Capitol House, Nos. 66-68 Michigan Avenue, by B. Douglass; Clark Street House, Nos. 296-298 Clark, by Willard Meacham; Dempsey's Hotel No. 105 North Water Street, by John Dempsey; Colby House, corner of Washington and South Wells streets, by Keys & Sandford; Commercial House, Sherman and Van Buren streets, by William Kennedy; Davidson House, West Kinzie Street, by A. L. Davidson; Doty's Hotel, No. 80 Randolph, by Theodorus Doty; Gage House, State and Twelfth streets, by A. T. Gage; Lake House, Cottage Grove Avenue, near Stock Yards, by John B. Sherman; Haertes Hotel, South Canal and Mitchell streets, by Nicholas Haertes; Naperville House, No. 207 Randolph Street, by Andrew Scholl; Phoenix Hotel, No. 126 Van Buren, by Samuel Boynton; Scott House, No. 22 North Wells, by Thomas S. Cook; Union Park House, West Madison, near Keuben Street, by Horace Hopkins; Sollitt House, No. 112 South Franklin, by Coons & Sollitt; Watkins House, Clinton and West Lake, by Andrew Watkins; Waverly House, No. 231 Kinzie Street, by M. Lantry; Willard House, near L. & W. depot, by Ervin Maxwell; Belvidere House, Clark and Cross streets, by E. Brodie; Martin's Hotel, No. 21 South Dearborn, by J. H. Martin; Meyer's Hotel, No. 48 South Franklin, by F. & H. Meyers; Graven House, No. 374 State; Dearborn House, northwest corner Lake Street and Michigan Avenue, by B. E. Tucker and Joseph W. Towne; Clarendon, No. 236 Randolph, by H. Longly; Marz's Hotel, Nos. 76-78 South Wells Street, by Gustavus Marz.

In 1859, there were, in addition to those mentioned for the preceding year, the following: The Michigan Southern House, Griswold Street, near Van Buren, by Martin Dodge; Boyington House, Nos. 11-13 South Canal, by Frank Thayer; Canada House, No. 303 North Water Street, by Edmond Morris; Eagle House, South Water, near Cook Street, by Edson Moore; McCordel House, Dearborn, between Lake and South Water streets, by J. W. Steele; Niagara House, Wells and Van Buren streets, by George W. Young; St. Lawrence Hotel, No. 114 West Randolph, by Michael O'Connor.

THE BIGELOW HOUSE was a structure of considerable importance, erected in 1870-71, and destroyed in the great fire of October 9, on the very day it was to have been thrown open to the public. Ben. H. Skinner had



RUINS, BIGELOW HOUSE.

leased the hotel, and, at great expense, had furnished it throughout in the most elegant manner. His losses, when it burned, were so heavy that he was completely ruined. In the Chicago Tribune of September 25, 1871, appears the following notice of this house.

"The central or business portion of the city is building up in a manner that will make the streets, in a few years, avenues, lined

on either side by marble structures, that, for strength, beauty and magnitude will not be surpassed by those of any city in the country. LaSalle and Madison streets are gaining in elegance every year, and Dearborn is not behind them. The most recent addition to this locality is the new hotel built by Captain George A. Bigelow, at the southwest corner of Dearborn and Adams, fronting one hundred and seventy-eight on the former by one hundred and ten feet on the latter street. The fronts on Dearborn and Adams are Athens stone, the one on Quincy of pressed brick."

The building, was of an imposing character, being of the German style. Its height, to the top of the middle tower, was one hundred and fifteen feet, to the top of the cornice seventy-six feet; this included four stories and basement, while the roof being mansard, and, crowned with the towers already mentioned, added much to the general appearance of the structure. The building alone cost \$225,000, and the furnishing \$200,000, making a total of \$425,000.

WRIGHT'S HOTEL, situated at Nos. 22-24 North Wells Street, was opened by William H. Wright in 1859, and was kept by him until his death, which occurred in 1866. In 1868, the house (having, meantime, been kept by the widow) passed into the hands of John H. Maulton, who changed its name to the Maulton House, and remained its proprietor until the fire.

THE BURLINGTON HOUSE, located at the corner of Canal and Sixteenth streets, is first noted in the city directory of 1863, and was kept in that year by M. A. Mohr and D. E. Cassidy. This firm was succeeded, in 1865 by Samuel Crane, who continued its proprietor until 1867. Levi Pritchard then purchased the house, and has conducted it from that to the present time.

THE CENTRAL HOUSE, then Nos. 180-182 Randolph Street, was kept from 1862 to 1864 by Rudolph D. Upman, and from 1865 to 1868 by W. P. Elleson & Bros. the last three years of its existence, or until 1871, its proprietor was S. H. Gill.

THE ANDERSON HOUSE, Nos. 27-29 West Randolph Street, as first listed among the hotels of 1862, was, in that year, kept by William Fowler. In 1863, it was kept by Darius F. Emerson, and in the following year by F. E. Helshire. After 1864, it ceased to exist as a hotel.

THE ST. JAMES.—In July, 1865, W. A. Jenkins bought the furniture, and leased, from General Hart L. Stewart, the hotel known as the Stewart House, and situated at the corner of State and Washington streets, including, however, Nos. 92, 94, 96 and 98 on the first mentioned thoroughfare. After refitting the house, Mr. Jenkins changed its name to the Merchants' Hotel, and so conducted it until May, 1869, when it was destroyed by fire. During the same summer it was re-built on a larger scale, and was, in January, 1868, opened, under the management of Mr. Jenkins, as the St. James. In the fall of that year he sold the house, to Libby & Meserve, for \$75,000; who kept it until in 1870. In September of that year Mr. Meserve retired from the firm, and assumed the proprietorship of the new Palmer House. Libby & Harlow continued to keep the St. James until it was destroyed in the fire.

MINOR HOTELS.—The hotels of minor importance, from 1860-71, were as follows:

Globe House, Canal and Mitchell streets; Girard House, South Water Street, opposite the Illinois Central Railroad depot; Globe House, kept by David Bush, Nos. 57-61 Kinzie Street; Hanover House, No. 80 South Wells Street; Merchants' Hotel, Nos. 17-19 LaSalle Street; Ohio Exchange, No. 40 Sherman Street; Rio Grande Hotel, No. 39 LaSalle Street; and the Vermont House, No. 19 South Market Street.

In 1861 there were: Clarendon House, No. 322 Randolph Street; Clifton House, Wabash Avenue, southeast corner Madison Street; Colby House, southwest corner Wells and Washington streets; Darrow House, State Street, southeast corner Hardin Place; Doty House, Nos. 70-72 Randolph Street; Duncan House,

No. 34 Kinzie Street; Farmers' Hotel, No. 131 West Lake Street; Fort Wayne House, No. 160 VanBuren Street; Foster House, northeast corner Clark and Kinzie streets; LaFayette House, Nos. 326-28 Wells Street; Myer's Hotel, No. 48 Sherman Street; Stanwix Hall, No. 279 Clark Street; South Branch House, southwest corner Canal and Meagher streets; Union Park House, West Madison Street, opposite Union Park; Waverly House, Nos. 323-25 Kinzie Street.

In 1862 there were the Alliance House, Canal near Harrison Street; Anderson House, Nos. 27-29 West Randolph Street; Arctic House, Canal between Madison and Monroe streets; Baltic House, No. 170 Washington Street; California House, No. 419 State Street; Central House, Nos. 180-82 Randolph Street; Continental, No. 16 North Wells Street; Franklin Street House, No. 51 Franklin Street; National Hotel, No. 300 Clark Street; Prescott House, Nos. 76-78 Wells Street (now Fifth Avenue); Randolph Street House, No. 174 West Randolph Street; Union House, Canal and Madison streets; and the Washington House, Nos. 244-246 Randolph Street.

In 1863, there were: Brewer's Arms, No. 47 West Lake Street; the Brighton House, on Archer Road; Button's Hotel, Washington, southeast corner Wells Street; Warner House, Nos. 202-206 Randolph Street; Sam Patrick's Hotel, Nos. 112-114 Franklin Street; and the Hotel DeLunn, at No. 88 Monroe Street.

In 1864 may be noted in this class: All Nations Hotel, Nos. 12-14 North Canal Street, kept by Thos. R. Jones; Buell House, State and Twenty-second streets, by James M. Buell; DuPage House, Nos. 100-92 Randolph Street, by P. Dieter; Steward House, Nos. 94-102 State Street, by L. S. Elliott; and the Wheeling House, Nos. 82-84 West Lake Street, by Jacob Kesse.

In 1865, there were: The Atlantic, No. 37 West Lake Street; Central House, No. 182 Randolph Street; Fort Donelson House, No. 27 North Canal Street; Godfrey House, No. 352 Clark Street; Illinois House, No. 183 Illinois Street; Magnolia House, No. 163 Market Street; Rob Roy House, No. 46 North Dearborn Street; and the St. Cloud, Nos. 112-14 Franklin Street.

In 1866, there were: The Lincoln House, Nos. 20-31 West Randolph Street; the Oneida House, No. 280 South Wells Street; St. Clair's Hotel, No. 82 West Water Street; Bremen Hotel, No. 137 West Lake Street; and the Arctic House, Nos. 95-97 Canal Street.

In 1867: The Aurora House, No. 280 Wells Street; Champlin House, Nos. 47-49 Randolph Street, by W. E. Champlin; Desplaines House, No. 13 West Lake Street; LaFayette House, No. 236 Wells Street; Potomac House, No. 27 Michigan Avenue; Washington Exchange Hotel, No. 102 West Water Street; and the Waverly House, at Nos. 223-25 Kinzie Street, by Robert Butcher.

In 1868: The Everett House, northeast corner Clark and Van Buren streets, kept by N. A. & E. G. White; Farwell House, Nos. 140-42 Madison Street; Michigan Central House, by Conrad Metzger, No. 21 Michigan Avenue; St. Louis House, by William Eberhardt, Nos. 274-76 Clark Street; and the Montgomery House, corner Clark and Harrison streets, by R. Douthett & Co.

In 1869: The Allen House, Nos. 54-56 Sherman Street; William Palmer, proprietor; Shaw's European Hotel, southwest corner Lake and State streets; Grant House, Nos. 135-37 Jackson Street; Lincolnshire House, kept by J. Darley, No. 121 West Lake Street; Montreal House, No. 185 Wells Street, by Peter B. Crepeau; and Wheeler's Hotel, J. B. Wheeler, proprietor, Nos. 80 and 82 West Water Street.

In 1870: California House, Nos. 410-421 State Street, kept by Fred. Ranahan; Clarendon House, by H. M. Miller, No. 152 North Clark Street; Continental Hotel, by Ed. R. Benedict, No. 249 Clark Street; the Douglas House, Sid. B. Andrews & Co., Vincennes Avenue and Douglas Place; Howard House, No. 280 State Street, by Collins & Jackson; Mansion House, No. 167 VanBuren Street, Jeremiah Fournier, proprietor; Morton House, by J. W. Canan, Nos. 112-14 Franklin Street; and the Raymond House, northwest corner State and Madison streets, kept by Messrs. Hinsdale & Campbell.

In 1871: The Baltimore House, by F. C. Freyholz, No. 64 North Canal Street; Blenis House, by Louis Blenis, Nos. 27-29 West Randolph Street; the Broadway House, M. C. Stender, proprietor, No. 330 State Street; Burke's European Hotel, by M. Burke, No. 110-112 Madison Street; Madison House, by J. Latham, Nos. 124-126 West Madison Street; Michigan Avenue Hotel, by J. Ullman, southwest corner of Michigan Avenue and Congress Street; and Prince's Hotel, by S. D. Prince, at the southwest corner of Washington Street and Fifth Avenue.

THE MICHIGAN AVENUE HOTEL, above mentioned, was opened to the public, in September, 1870, its proprietors being J. F. Pierson and J. B. Shepard. It had about seventy-nine rooms, and was furnished in costly style. It did not, however, prove a profitable venture

to its proprietors, who went into bankruptcy. Joshua Barrell, assignee, sold the furniture at public sale. It was afterward continued by Joseph Ullman and Herman Tobias.

While the fire was burning on the opposite side of



PALMER HOUSE.

the street, John B. Drake made an offer for the hotel, which was accepted, the purchaser taking his chances of its being destroyed. It, however, escaped the conflagration, and was the only building of any considerable size on the South Side that did so. It was, thereupon, opened to the public by Mr. Drake, as the Tremont House, and retained by him until 1873. The building was one of the landmarks* showing the boundary of the fire of 1871.

THE PALMER HOUSE was built in 1869-70, by Potter Palmer, at the northwest corner of State and Quincy streets, and although, in size and elegance, it is not to be compared with the present hotel bearing that name, it was a costly and imposing edifice. The house was eight stories in height, with handsome stone fronts, and contained two hundred and twenty-five rooms. The cost of its erection was \$200,000, and of furnishing \$100,000. The house was completed, and opened to the public, on Monday, September 26, 1870, by W. F. P. Meserve, the first proprietor. It was, of course, destroyed in the fire of 1871, after which the present splendid edifice, bearing the same name, was erected.

THE GRAND PACIFIC.—This splendid structure was erected to meet the demands of the rapidly growing city, which, even in 1869-70, was acknowledged by the business world to be the metropolis of the West. As early as 1851, the trustees of the Northwestern University had purchased of P. F. W. Peck the tract of land between Jackson and Quincy streets, fronting on LaSalle Street, and there established a preparatory or high school. After their educational institution had been

founded at Evanston, they still retained possession of the property, and in 1867 leased it in perpetuity to three citizens of Chicago. Henry M. Smith was one of the lessees of the tract, and in March, 1869, secured the passage of an act incorporating the "Pacific Hotel Company, of Chicago," with a capital stock of \$500,000. In December, Mr. Tracy was chosen president, and, as is well known, many of the leading stockholders were closely identified with the Lake Shore & Michigan Southern, and the Chicago, Rock Island & Pacific railroad companies.

It was the original intention to erect the hotel upon the tract covered by Mr. Smith's lease; but the company afterward obtained from P. F. W. Peck a lease of the adjoining land, which made the boundaries Clark, Jackson, LaSalle and Quincy streets, the alley being vacated. Finally, after making a study of all the most completely appointed hotels in the country, the company decided upon a plan which, in general terms, provided for a magnificent structure six stories in height, built in the modern Italian style, with four grand entrances.

In July, 1870, the stockholders of the company held a meeting, and elected L. B. Otis, president, manager of construction, and chief financial officer, Henry M. Smith being secretary. Under the management of Mr. Otis, and the able supervision of W. W. Boyington, the architect, the grand plan was carried out, and in October, 1871, the palatial hotel had risen to its full stature, and was protected by a substantial covering. But it was born only to die; for, on the 9th of that month, it was destroyed by the great fire, and left only an imposing and beautiful ruin.



RUINS, GRAND PACIFIC HOTEL.

RESTAURANTS.—As an adjunct to the history of hotels, may be given the personal mention of two of the leading caterers of this city; men whose progress in their business has been marked by honorable commercial characteristics, as well as commendable public spirit:

HERBERT M. KINSLEY, the most prominent caterer and restaurateur in Chicago, began business in this city April 17, 1865, at No. 65 Washington Street, in the Crosby Opera House block. His ambition then, as now, was to be the first in his line, and to this end he fitted up and equipped the finest restaurant in the city, his partner in the enterprise being U. H. Crosby. At the end of two years he sold his business to John Wright, and for one year

* For view of this hotel, see chapter headed "Burning of Chicago."

thereafter was occupied in establishing hotel and dining cars. In the spring of 1868, he opened a restaurant and catering business at No. 23 Washington Street, continuing until the great fire. He suffered heavily in the fire, being insured in local companies, and collecting only a small amount of insurance. He then erected a shanty on Michigan Avenue, near Madison Street, in the building of which he assisted, and three weeks later began business. In the autumn of 1872, he took charge of the hotels on the Baltimore & Ohio Railroad, opening the Queen City hotel at Cumberland, Md., the Deer Park hotel at Deer Park, Md., and the Company's hotel at Grafton, Va. At the end of one year he returned to Chicago, and became connected with Brown's restaurant, at the corner of Madison and Clark streets, as manager for Wentworth & Woolworth, until their failure, when he leased the building and opened on his own account in the spring of 1874. In December of the same year he closed the house, and in April, 1875, began business at No. 66 Washington Street. Being reduced by manifold misfortunes to a humble position, Mr. Kinsley accepted the situation, fully confident that, though crushed by failure and disappointment, the time would come when he would hold no second place in his profession. His beginning at No. 66 Washington Street was of the humblest order, but it was not possible for a man of Mr. Kinsley's ambition and business ability to continue depressed. He will, in November, 1885, occupy his new building on Adams Street, between Clark and Dearborn streets, and will then have accommodations inferior to none in the United States. For modern elegance and convenience, his new quarters will be unsurpassed in this country. Mr. Kinsley was born in Canton, Mass., September 18, 1831. He passed his boyhood days in the schools of his native city, and at the age of eighteen was employed as a store boy in Springfield, Mass. He next obtained employment in a hosiery establishment in Boston, where he remained nearly two years. At the end of that time he went to Baltimore, and for about two years was bookkeeper in the office of the Baltimore Patriot. After leaving Baltimore, Mr. Kinsley first entered upon the business in which he has since become so famous, that of catering to the public. He took charge of the Woodruff House, in Cincinnati, which he managed for one year, coming to Chicago the following year (in 1857). He entered the old City Hotel as clerk, and afterward went to Brantford, Canada, and, taking charge of the Kirkby House, managed it for one year. Then, in company with John A. Rice, he became the proprietor of the Anglo-American, at Hamilton, Canada, the firm name being Rice & Kinsley. During his management of this house, he served a ball to the Prince of Wales in 1859, the splendor of which attracted comments from the entire press throughout the British possessions, and was one of the most elaborate receptions ever held in the Province. Returning to Chicago in 1860, Mr. Kinsley entered the Tremont House as clerk,

and was afterward connected with the Sherman House as steward. Later on, he became the manager of the Revere House, and left there, in the winter of 1864, to superintend the fitting up of the Opera House restaurant, which he occupied the following spring. Mr. Kinsley was married in 1853, to Miss Angie M. Gilman, of Baltimore. They have three daughters—Frances, now the wife of Charles L. Hutchinson; Clara, the wife of Robert G. Clarke; and Emily. Mr. Kinsley is a prominent Mason, being a member of Ashlar Lodge, No. 308, A. F. & A. M.; LaFayette Chapter, No. 2, R. A. M.; Apollo Commandery, No. 1, K. T.; and of Oriental Consistory, 32° S. P. R. S. He is also a member of the Washington Park Club.

THOMAS ECKARDT, who conducts the only exclusive catering business in the city, came here in 1856, and opened a catering business at No. 228 State Street in company with his brother, the firm being Thomas Eckardt & Bro., until 1859, when the junior partner retired. In the fall of 1862, he moved to No. 126 State Street, and there continued until the great fire. Mr. Eckardt was one among the many who saw the accumulations of years of industry and economy swept away by the fire. Although losing all the property that he possessed, he still retained that energy which had enabled him to make one fortune, and, on September 1, 1872, he again commenced business at No. 263 W. Madison Street. He remained there until October 18, 1884, when he moved to No. 573 W. Madison Street, occupying the building which he had just completed. In 1881, he opened an order office in the Palmer House, and where he still caters to the élite of Chicago. Mr. Eckardt was born in Washington, D. C., December 9, 1825, the son of Henry Eckardt, a packer. While yet a mere child, his parents died, and he was afterward sent to the academy at Woodstock, Va., remaining there until he had reached his thirteenth year. At that time he returned to Washington, and assisted his brother, who was a caterer in that city, until he came to Chicago in 1856. He was twice married, first in 1849, to Miss Jane Collins of Delaware, and the second time in 1881, to Miss Mary Gould, the daughter of George Gould, of Hamilton, Ontario. Mr. Eckardt is a member of Hesperia Lodge, No. 411, A. F. & A. M.; of Washington Chapter No. 43, R. A. M.; and St. Bernard Commandery, No. 35, K. T. Mr. Eckardt is perhaps one of the most skillful caterers in the profession, having served the refreshments at some of the most noteworthy occasions in the history of Chicago society entertainments. At the Inauguration of President Taylor, in 1854, in the east wing of the Patent Office at Washington, the World's Fair was held. Mr. Eckardt had the contract to furnish a department of the Fair, and supplied a cake which was one of the finest ever exhibited, being fourteen feet high, built in a pyramidal form and weighing five thousand pounds, and for novelty of design it has never since been equalled by any public exhibit.

SOCIAL PROGRESS.

An allusion is made, in the first volume of this work, to the embryonic state of society, and the manner in which the primitive settlers of a new country necessarily formulate and follow certain principles which underlie all social discriminations.

The Fort Dearborn of 1812, however, was a vastly different settlement from the City of Chicago in 1857. In the latter year social distinctions had become recognized facts. The line of class demarcation was sharply drawn, but still within the higher stratum were several equally well-defined circles. It may be characterized, not unfairly, as a period of Church cliques. Certain Churches, in both the North and South divisions, were recognized as aristocratic, and membership or attendance constituted a valid passport to social recognition. Denominational and parochial lines were more clearly defined then than now, yet wealth, even in those early days of Chicago's history, exerted a potent influence in the determination of the social status.

There were few social events which excited any marked interest. The "Cosmopolitan Club" was comparatively unknown, and no one seemed disposed to lead in breaking down the barriers of Church association. The artists made the first step in this direction; and the

annual receptions of the Academy of Design, with their attendant features of dancing and of *tableaux vivants*, were enjoyed with a keen zest, as they were unexceptional in character, and occurred at long intervals.

Two excellent Mænnerchors were formed; and, in 1870, three operas were rendered by local amateurs, at the Crosby Opera House. These operatic representations, like the receptions of the Academy, called together the leaders of society, as well as all those who had social prominence. They had a dual value; not only did they stimulate and cultivate a higher taste for the arts of music and design, but their tendency was toward the obliteration of imaginary social lines and the annihilation of social cliques.

It must be remembered, however, that "clubs," "art receptions" and "operatic renditions," necessarily, are for the few. In the busy life of a young commercial city, the majority are not able to find either the leisure or the means to gratify a taste for the æsthetic. To meet the aspirations of this class, to furnish its members with social pleasures which are morally healthful, is one of the fundamental principles upon which the Young Men's Christian Association of Chicago has reared its success.

THE Y. M. C. A. AND FARWELL HALL.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION was organized during the evening of June 20, 1858, by the adoption of a constitution and by-laws, and the election of officers. The following were the first officers of the Association:

Cyrus Bentley, president; Henry Howland, John V. Farwell, T. W. Bruce, R. Howe, J. E. Parsons, Alexander Baine, K. J. Rundell, vice-presidents; A. C. Leckie, recording secretary; H. D. Penfield, corresponding secretary; L. E. Alexander, treasurer; R. C. Waterman, register and librarian.

It began with a membership of one hundred and fifty-one, and, by the end of the first year, the number was increased to three hundred and fifty-five. It had rooms in the Methodist Church Block, corner of Clark and Washington streets, which it occupied until the completion of its own building in 1867.

Its first important work was the establishment of a daily noon prayer-meeting, which, during the winter and spring, was well attended. But after that the meetings languished. During this time of waning interest, a young man, who had already achieved some local repute in the Mission Sunday-school work, entered actively upon the work of the Association. He was Dwight L. Moody. Under his influence, the Association became a free and popular institution, taking in all classes of society. He was chairman of the committee to visit the poor and the sick; and the report of his first year's work showed that he visited five hundred and fifty-four families, and bestowed in charity \$2,350, raised by the Association for that purpose. At the breaking out of the War, the devotional committee, of which Mr. Moody was the chairman, found a new field of labor. At Camp Douglas, he organized a prayer-meeting, and, every evening, eight or ten meetings were held in the different quarters, and on Sunday an almost continual service was held. The chapel of the Young Men's Christian Association at Camp Douglas, built in October, 1861, was the first camp chapel ever erected. Afterward, when Camp Douglas became a prison, Moody and his co-workers of the Association still prosecuted their labors there, and did a grand work among the prisoners, a great revival being the result of their labors. Meanwhile, as the War progressed, the Association joined in the labors of the Christian and Sanitary Commissions; and on many battle-fields their committees were found, assisting the wounded and caring for the dead. It was during these years that requests for prayers, from over the State and from the surrounding States, were sent to be read at the Chicago noon prayer-meeting, so that for a time this meeting seemed to be the center and heart of the religious life of the Northwest.

The report of the Army Committee for 1865 shows a distribution of 1,537 Bibles, 20,565 Testaments, 1,000 prayer-books, 2,025 hymn-books, 24,896 other religious books, 127,545 religious newspapers, and 43,450 pages of tracts, besides 28,400 literary papers and magazines. The Camp Douglas Chapel was erected at a cost of \$2,300, and a soldier's library and reading-room were furnished by the Association, in a building erected by the Christian Commission. This was in addition to the regular home work.

An Employment Bureau was established in 1865, and situations were found for 1,435 men, 124 boys, and 718 girls, besides transient employment for many persons who were unable to go out to service. During this time the Association had occupied rented quarters in the Methodist Church Block, but its rapid growth and the great enlargement of its field of labor called for largely increased accommodations.

FARWELL HALL.—The question of building a hall was actively discussed, but the ways and means were not clear. At length a member said, "The only way for us to obtain a new building is to elect Mr. Moody president of the Association." Mr. Moody was nominated and elected to the office in the spring of 1866. The Association had been incorporated by the Legislature on February 22, 1861, the act being amended February 21, 1867. The trustees, under the act, were T. M. Avery, E. W. Blatchford, J. V. Farwell, William L. Lee, H. E. Sargent, A. R. Scranton, E. B. McCagg, Cyrus H. McCormick, H. A. Hurlbut, George Armour, E. D. L. Sweet and B. F. Jacobs. A large amount of the stock—over \$100,000—was placed at once, the ground was presented by J. V. Farwell, and building operations forthwith commenced on Madison Street, between Clark and LaSalle streets. The building contained a public hall capable of seating twenty-five hundred people, a large room for the noon prayer-meeting, a library, a reading-room, offices of the tract and publication department, the relief department, and the employment bureau, private rooms for some of the officers, and other accommodations. There were also several fine stores and offices, and it was expected that the surplus earnings from rentals would retire all the stock—amounting to \$300,000—in ten years. On Sunday evening, September 29, 1867, the new hall was dedicated. The services were continued the next evening, and then, in honor of John V. Farwell, it was named Farwell Hall. From this time, Mr. Moody became the apostle of the Young Men's Christian Association, and he was tireless in his devotion to its cause.

The new building was not destined to a long existence. It was destroyed by fire on the 7th of January, 1868. The loss was a heavy one, for the building was only partly insured. While the ruins were still smoking, a subscription was opened, and designs for another building were under way. Donations were made, and in the following year the second Farwell Hall took the place of the first. It was dedicated on the 19th of January, 1869. It remained the home of the Association and the center of a great Christian and benevolent work, until it was swept away by the fire of 1871.

Mr. Moody remained president for four years, but in the spring of 1870 he declined re-election, and was succeeded by C. M. Henderson. The following were the presidents of the Association during the several years specified: 1858–59, Cyrus Bentley; 1860–61, John V. Farwell; 1862, J. H. Hollister; 1863, B. F. Jacobs; 1864, E. S. Wells; 1865, H. W. Fuller; 1868–69, D. L. Moody; 1870–71, C. M. Henderson.

DWIGHT LYMAN MOODY was born on February 5, 1837, at Northfield, Mass. His father was Edwin Moody, and his mother Betsey (Holton) Moody. Edwin Moody died during 1841, leaving Mrs. Moody with a family of nine children, her only means of support being the little home on the mountain side, and an acre or two of land, not entirely free from debt. D. L. Moody was for some time unsettled, both in conduct and aims, and his studies were much neglected. His uncle, Samuel Holton, a shoe merchant in Boston, visited Northfield in 1853, and was little inclined to aid him to find a situation in the city, because of his desire to throw off all restraint. But the next spring, upon young Dwight's unexpectedly visiting Boston, a situation was found for him upon the condition that he should attend Dr. Kirk's church, and soon could sell, in boarding place. He began his clerkship, and in a year. On May 16, 1855, he asked for admission to the Church, but was not received until his second application, made March 5, 1856. His early attempts to deliver addresses in prayer-meetings were discouraged by his friends, who frankly told him he could better serve God in some other way. In 1856, he came to Chicago, and joined the Plymouth Congregational Church; and here, also, his efforts to address the prayer-meetings were heard with dissatisfaction. Desiring more work, he took a Sunday-morning class in the

First Methodist Episcopal Church, and he was soon, in connection with a small Mission Sunday-school, accorded the privilege of bringing in and teaching new scholars. In the spring of 1857, while distributing tracts and testaments to sailors, he met J. B. Stillson, a Presbyterian elder, from Rochester, N. Y., engaged in the same work; and for some months afterward the two labored together. Success created a desire for a larger field. Near the North Side Market he collected a motley crowd of juveniles in a deserted saloon, and, as the work grew upon his hands, he removed his school to the North Market Hall, which was used on Saturday nights for dancing. The school was held in this hall for six years, when Mr. Moody rented a saloon that would accommodate about two hundred persons. He soon determined to devote his entire time to God, and when asked how he expected to live, replied, "God will provide if he wishes me to keep on, and I will keep on until I am obliged to stop." With reference to the commencement of his labors in Chicago, he said: "When I began my Christian course I tried to work in the churches in Chicago, and I was told I had better not speak. I went into the dark lanes and got meetings there. I kept my mouth open. I did not let the Church close it. * * Take a bold stand for Christ. You will never be good for much for God's service until the world calls you crazy. If the world has nothing to say against you, you are not much of a Christian." Upon the breaking out of the War, he devoted much attention to the soldiers in Camp Douglas, and was very active in this labor. He was subsequently in the service of the Christian Commission, and president of the Executive Branch for Chicago, and frequently went to scenes of conflict, where he remained for weeks working with untiring zeal. After the close of the War, he became city missionary of the Chicago Young Men's Christian Association, and afterward its president, and the hall of the Association became one of the stated fields of his labor. In the great fire of 1871, his Church, house and furniture were destroyed. He was compelled to flee from his house in the middle of the night, and saved nothing but his Bible. In thirty days afterward, a low wooden building was erected at the corner of Ontario and Wells streets for the accommodation of his congregation, and became known as the North Side Tabernacle. Mr. Moody, since the fire, has devoted most of his time to his work as an evangelist, in all parts of the United States and Great Britain. As an illustration of the results of his labors, the following is given: At a meeting in Glasgow, in December, 1873, the Crystal Palace, seating six thousand people, was crowded during a most gloomy day. A second meeting was organized, and thousands were turned away, unable to get into either meeting. A year afterward, Rev. Dr. Wallace, in a public address, said that as a result of the meetings, seven thousand had been added to the churches of Glasgow alone. Three thousand active young men were added to the various churches in Liverpool as the result of his labors there, and similar results were reported from other large cities. In connection with Mr. Sankey, he has since carried on the work in all the large cities of the United States, and also in Great Britain, many thousands being added to the Church as the result of their united labors. Mr. Moody was married, August 28, 1862, to Miss Emma C. Revell.

THE MECHANICS' INSTITUTE.

With the revulsion of 1857, the Mechanics' Institute entered upon a period of decline, from which it never recovered. The city outgrew the need for such an organization; the men who had founded it were growing old, and new recruits came in but slowly and with hesitation. The War took off the younger element of its membership. The Young Men's Association, covering much of the same ground, came more into public favor, and the old-time popular Institute gradually dropped out of sight. Had it not been for the beneficence of Azel A. Peck, the Institute would have ceased to exist before 1860. He was elected president of the Institute in January, 1848, and on March 25, 1848, executed a will by which he bequeathed to the Institute, jointly with the Church of the Messiah, the rents and income of a lot of land on the corner of Washington and Canal streets, subject to the life-estate of his wife. Mrs. Peck died in 1867, since which time the income of the estate has been received by the Institute and the Church. The will further provided that the estate should revert, in fee-simple, to the devisees twenty-one years after the death of

Mrs. Peck. The main object of the bequest was to provide an education for poor mechanics by means of the Institute.

Just prior to the financial crisis the Institute was supposed to be in a very flourishing condition. New and more spacious quarters were obtained for it in the First Presbyterian Church, corner of Washington and Clark streets, and were fitted up for its use at great expense. Heavy debts were incurred, and when the hard times culminated the Institute became bankrupt. Smaller quarters were taken, and but little work was done beyond the circulation of the books in the library. In 1861, W. W. Boyington, then president, reported the indebtedness at about \$3,000. Then came judgments and executions, and the library and fixtures were sold to pay the debts. From that time until after the great fire, little or nothing was done by the Institute for the purposes for which it had been organized, beyond the regular calling of meetings and the annual elections of officers. This was done in order to preserve the Peck bequest, which would one day be of large value. After the death of Mrs. Peck, in 1867, the Superior Court appointed John M. Van Osdel trustee of the Institute as to matters relating to the will of Mr. Peck. It was not until some time after the fire that the income from the estate proved of material advantage to the Institute. The following were the presiding officers from 1858 to 1871: 1858, George P. Hansen; 1859, John V. Farwell; 1860-61, W. W. Boyington; 1862-67, John M. Van Osdel; 1868-71, Sanford Johnson.

The Institute had in 1871 one hundred and forty enrolled members, besides a number of life-members. The great fire swept away the last vestige of its books and property, also consuming its records. But there were still old members left who appreciated its importance, and preserved the organization. The Peck will provided—"In case the Mechanics' Institute should at any time cease to exist, that the City of Chicago, for the benefit of the Common School Fund, shall be its successor to all the benefits under the will." The city Board of Education, taking advantage of the apparent inaction of the Institute, at first attempted to have its charter declared forfeited by the State Legislature, in which it failed. It then filed an information of "non user" against it, to prove the non-existence of the association, that it might become its successor under the will. The matter never came to a hearing, however, as the Board subsequently dismissed their proceedings.

In 1875, the Institute made an arrangement with the Chicago Athenæum, by which rooms were provided for its use, and classes of instruction opened in arithmetic, mechanical drawing, and bookkeeping. This has proved highly successful and beneficial to both the Institute and the Athenæum, and is now likely to continue until the beneficent devise of Mr. Peck shall be exhausted. As the income from the estate has increased, the scope of instruction has widened, until it now embraces a complete Art-Industrial education, which is furnished at a comparatively trifling cost to each pupil.

Among those who have been prominently identified with the Institute may be mentioned

Alanson S. Sherman, John M. Van Osdel, Jonathan A. Kennicott, Edward Burling, William W. Boyington, Frederick Bauman, James Hollingsworth, John Wentworth, R. E. Moss, Cornelius Price, William Bross, Charles M. Gray, N. S. Bouton, J. W. McGinness, Amos Grannis, Oren Sherman, John Sollitt, Jonathan Clark, Archibald Campbell, J. M. Adsit, P. I. Warner, Bernard Heeney, William Baker, John McEwen, Isaac Speer, Thomas B. Bryan and George F. Prussing.

THE CHICAGO LIBRARY ASSOCIATION.

THE YOUNG MEN'S ASSOCIATION, afterward known as the Chicago Library Association, entered upon the year 1858 under all the depressing influence of the financial revulsion of the year before. In 1857, it incurred increased annual expense on account of its removal to larger quarters in Portland Block, where the rental was \$2,000 per annum; but its income, instead of increasing, very considerably diminished. The lecture season of 1858 proved unsuccessful in a financial point of view, and the close of the year found the Association largely in debt. The year 1859 did not bring relief from indebtedness, and the years 1860 and 1861 found it still staggering under heavy burdens of debt, as well as the apparent indifference on the part of those who had once been its warmest friends and supporters. There were, at the close of the year, eight thousand volumes in the library, a membership of nearly fifteen hundred, and an indebtedness of about \$5,000. From this time until 1871, the Association was uniformly, though moderately, prosperous.

The Young Men's Christian Association was, in the spring of 1871, in a flourishing condition, and many friends of both associations thought they should be united. The candidates, at an annual election for the presidency of the Library Association, in March, 1871, were selected because of their views on that question. Three tickets were placed in the field—the regular ticket, headed by Hon. William Bross; a second by Marshall Field, favorable to annexation to the Young Men's Christian Association; and another, headed by John C. Dore. The election was held on the 25th of March, and many friends of the Young Men's Christian Association paid \$5 for the membership certificates and voted the annexation ticket. The total number of votes cast was two hundred and forty three, of which the Field ticket received a large majority. The by-laws of the Association provided, however, that at the election of officers, all ballots not written or printed on white paper should be rejected. The inspectors of election found that the annexation ticket was printed on yellow paper, and consequently rejected them, and declared the election of the Bross ticket, which received only sixty-three votes. At a subsequent meeting, very largely attended by the members, a new election was ordered for Saturday, April 1, when the Bross ticket was successful, without a resort to technicalities. As these were the last officers of the Association, a list of them is here given:

Hon. William Bross, president; Hon. W. W. Farwell, first vice-president; John Crerar, second vice-president; William R. Larabee, recording secretary; George M. Frink, corresponding secretary; Charles Henriotin, treasurer; General J. D. Webster, George L. Dunlap, Potter Palmer, John C. Dore, William Vocke, Murry Nelson and Edwin Lee Brown, managers.

During 1871 there was no improvement in the financial condition or prospects of the Association. In October the great conflagration came, and the Chicago Library Association ceased to exist.

The following were the presidents of the Association for the years mentioned:

1858, Erastus S. Williams; 1859, Edwin S. Wells; 1860, William H. Bradley; 1861, Philip Wadsworth; 1862, George S. Bowen; 1863, William E. Doggett; 1864, Henry M. Shepard; 1865, George M. Kimbark; 1866-67, Edwin Lee Brown; 1868, Charles H. Reed; 1869, Robert Collier; 1870, C. C. Bonney; 1871, William Bross.

Other prominent members during these years were Melville W. Fuller, Thomas B. Bryan, George W. Gage,

Norman Williams, Jr., William Sprague, Benjamin V. Page, Samuel J. Glover, J. Young Scammon, W. L. Newberry, Charles Hitchcock, and General J. D. Webster.

THE CHICAGO HISTORICAL SOCIETY.

At the suggestion, and chiefly through the well-directed efforts, of Rev. William Barry, the Chicago Historical Society was organized on the 24th of April, 1856, by the election of the following officers:

William H. Brown, president; William B. Ogden and J. Young Scammon, vice-presidents; S. D. Ward, treasurer; William Barry, recording secretary and librarian; Charles H. Ray, corresponding secretary. In addition to the above, the first members of the Society were Mark Skinner, M. Brayman, George Manierre, John H. Kinzie, J. V. Z. Blaney, Isaac N. Arnold, E. I. Tinkham, J. D. Webster, W. A. Smallwood, Van H. Higgins, N. S. Davis, M. D. Ogden, F. Scammon and Ezra B. McCagg. Luther Haven was added before the end of the year.

As stated in its constitution, the objects of the society were the establishment of a library and a cabinet of antiquities, relics, etc.; the collection of historical manuscripts, documents, papers and tracts; to encourage the discovery and investigation of aboriginal remains, especially within the State; and the collection of material illustrating the settlement and growth of Chicago. The president and secretary of the Society were men peculiarly fitted for the work before them. Mr. Brown was a gentleman of wide acquaintance and of remarkable historical attainments; while Rev. Mr. Barry not only possessed these qualities, but also gave up his whole time and strength to the work, with an industry and persistency which could not but bring good results. The first aim of the institution was to gather the primary materials of Illinois and American history, and to this end it directed its chief efforts. Although at first its patrons and active workers were few, by December, 1856, its collections amounted to thirty-three hundred volumes, of which three hundred and thirty-five were newspaper files. In December, 1856, an organization was effected for the ensuing year, and Colonel Samuel Stone chosen assistant librarian. To his active and unselfish interest and unrelaxing efforts may be attributed, to no small extent, the growth and firm establishment of the Society. On the 18th of December, 1856, the present seal was adopted.

On February 7, 1857, the Society was incorporated by Messrs. William H. Brown, William B. Ogden, Mahlon D. Ogden, J. Young Scammon, Mason Brayman, Mark Skinner, George Manierre, John H. Kinzie, J. V. Z. Blaney, Edward I. Tinkham, J. D. Webster, W. A. Smallwood, Van H. Higgins, N. S. Davis, C. H. Ray, S. D. Ward, Franklin Scammon, William Barry and E. B. McCagg. The number of resident members was limited to sixty. During 1857, there were added to the original list of members Samuel Stone, George F. Rumsey, Thomas Hoyne, I. H. Burch, John High, Jr., H. A. Johnson, Walter S. Gurnee, Walter L. Newberry, Charles L. Harmon, H. G. Loomis, Henry Farnum, Benjamin F. Carver, John C. Haines, John M. Wilson, John H. Foster, R. W. Patterson, Cyrus W. Bentley, B. W. Raymond and Robert H. Clarkson. Messrs. Moseley, Allen, Robbins and Stone were made life-members. By the first part of 1858, the collection of the Historical Society amounted to thirteen thousand volumes. In March of that year, the offer of Walter L. Newberry to provide them with a large room in his new building, corner of North Wells and Kinzie streets, was accepted. Before the end of the year, the volumes in the library aggregated eighteen thousand six hundred

and fifty. There was no change in the officers during the year, except that Mr. Newberry was elected vice-president, in place of J. Young Scammon. In November, 1859, E. I. Tinkham was elected treasurer, in place of Mr. Ward.

The great event of 1859 was the exhibition of fine arts, under the auspices of the Chicago Historical Society, which opened on the 9th of May, in Burch's Building, corner of Wabash Avenue and Lake Street. It was the first public exhibition of paintings and statuary ever held in the State, and, for the six weeks during which it remained open, created much interest. During this period, twelve thousand persons registered themselves as "lovers of the fine arts." Including statuary, paintings and engravings, the pieces on exhibition numbered three hundred and seventy-two. Lieutenant-Colonel James D. Graham, chairman of the board of directors, contributed much to the success of the exhibition, he and L. W. Volk being, in fact, its chief instigators.

In February, 1860, the Society received a communication from Charles Macalester, of Philadelphia, on behalf of the estate of Henry D. Gilpin, conveying the intelligence of the generous endowment now known as the Gilpin Fund. By the terms of the will, it was to be invested and re-invested in public bonds of the city, and, after ten years, the income was to be used in the erection of a fire-proof building. This was to be separated from the main structure, but attached to it, and was to be known as "The Gilpin Library of the Historical Society of Chicago." No part of the principal was to be used, but after the building was completed the trustees of the fund were to appropriate to the use of the library the entire income of the estate, and to continue to invest in city stocks.

Walter L. Newberry succeeded William H. Brown as president of the Society in 1863; William B. Ogden and George Manierre, vice-presidents; Franklin Scammon, treasurer; William Barry, recording secretary and librarian; E. B. McCagg, corresponding secretary.

In June, 1866, Mr. Barry resigned his position, being succeeded by Thomas H. Armstrong. In September, Colonel Stone tendered his resignation as assistant librarian. J. W. Hoyt succeeded Mr. Armstrong.

The collections of the Society increased very rapidly, so that the quarters in the Newberry building were inadequate. An important step toward an increase of funds was the amendment to the constitution, passed in January, 1867, allowing an increase of resident members to any number. Soon afterward the Society commenced to shape its fund for building purposes.

The Society lost one of its best and most generous friends by the death of Mr. Newberry on November 6, 1868. J. Young Scammon succeeded him as president. Three lots had been purchased on the northwest corner of Dearborn Avenue and Ontario Street, and a building erected, intended to be but the west wing of the structure. It was a large, one-story brick building, with a deep basement, forty-two by ninety feet in size, and cost, with grounds, \$60,000.

The new hall was dedicated November 19, 1868, Messrs. Scammon and Arnold delivering the addresses. When opened to the public, there were stored within its walls one hundred thousand volumes, newspapers, maps, manuscripts, etc.

In April, 1869, the Society received a bequest of \$1,800 from Jonathan Burr, a wealthy and benevolent resident of Chicago.

On November 15, 1870, the following officers were elected: Edwin H. Sheldon, president; Thomas

Hoynes, first vice-president; Ezra B. McCagg, second vice-president; E. I. Tinkham, treasurer; and J. W. Hoyt, secretary and librarian.

All the treasures of the Society were swept away by the great fire of 1871. The building was razed to the ground, and it seemed for a time as if the Chicago Historical Society was crushed beyond recovery. Among



RUINS, HISTORICAL SOCIETY.

the rare manuscripts burned were the original draft of Lincoln's Emancipation Proclamation, the documentary history of Chicago and the Northwest, and 1,738 files of newspapers from the earliest settlement of the Northwest. There were 4,689 manuscripts, gathered at great expense, hundreds relating to the early Indian wars and nations. No more valuable and complete Indian history was extant. Several valuable paintings of noted men of early times in the West, and of famous Indian warriors and chiefs, were also destroyed.

CHICAGO ACADEMY OF SCIENCES.

THE CHICAGO ACADEMY OF SCIENCES was founded in 1857, and the following were the original members: Drs. J. V. Z. Blaney, Nathan S. Davis, J. W. Freer, C. Helmuth, H. A. Johnson, E. Andrews, H. Parker and F. Scammon; and Messrs. R. K. Swift, J. D. Webster, E. W. Blatchford and H. W. Zimmerman.

Subscriptions were taken, amounting to about \$1,500, and a room engaged in the old Saloon Building; when the financial crisis of that year put an end to the collecting of subscriptions, and, as a consequence, the society languished. As the hard times wore away, the courage of its promoters revived, and, in 1859, a new effort was made, the members of the society incorporating themselves under the name of "The Chicago Academy of Sciences," and new life was given to the enterprise. One of the most earnest workers for the society was Robert Kennicott.

ROBERT KENNICOTT was born in 1835, the son of Dr. John A. Kennicott, whose residence, called the "Grove," some eighteen miles northwest of Chicago, was well known to the early residents of the city. In boyhood, he had evinced a decided genius for natural science, and his father encouraged and assisted him. As he grew up, his exploring expeditions took wider and wider ranges, and his labors became more and more valuable. It had long been a favorite idea with him to build up a museum of natural history

in Chicago, and he became one of the early members of the Academy. Many of the specimens he obtained on his expeditions were presented to it. By the time he was twenty-four, he had traveled largely over the entire Northwest, and had done a great work in arranging and classifying its natural history.

In 1859, Mr. Kennicott, under the direction of the Smithsonian Institute, led an exploring expedition into British and Russian North America. The field of his explorations stretched from Hudson's Bay to Behring's Straits, and occupied him three years. In 1862, he returned richly laden with specimens in all departments of natural history. These belonged to the Smithsonian Institute, but there had been an understanding that a full series of the specimens should be given to any society or institution Mr. Kennicott might name, which would suitably provide and care for them. He designated the Chicago Academy of Sciences, and under the impulse given by this valuable donation, the Academy again re-organized. A new charter was granted by the Legislature of the State to the following gentlemen: J. Young Scammon, George C. Walker, Horatio G. Loomis, Daniel Thompson, Edmund Aiken, Ezra B. McCagg, Eliphalet W. Blatchford, William E. Doggett, Robert Kennicott, Edmund Andrews, Hosmer A. Johnson, Oliver F. Fuller, James W. Freer, William Bross, James V. Z. Blancy and Benjamin F. Culver, under the name of "The Chicago Academy of Sciences."

Professor Agassiz was present at some of the meetings of the Academy, and testified to the great value of Mr. Kennicott's labors, with the result that about \$60,000 was raised, and the Academy placed upon an enduring foundation. Mr. Kennicott was appointed the first director of the Museum, and the specimens, which were forwarded by the Smithsonian Institute, were arranged by him in the rooms of the Academy, in the Metropolitan Building, corner of Randolph and LaSalle streets. Constant additions were made by members of the Academy, by friends in the vicinity, and by exchanges with other societies.

In March, 1865, Mr. Kennicott, with a party of naturalists, undertook an expedition to Alaska, under the auspices of the Western Union Telegraph Company, to survey a route for a telegraph line to connect North America with Russia. An outfit for scientific purposes was furnished by the trustees from the funds of the Academy. The expedition, though begun auspiciously, and for a time successfully conducted, proved in the end a failure as to the results expected. Mr. Kennicott himself died from a sudden attack of illness on the banks of the Yukon River, in the depths of that remote region. Notwithstanding his loss, the Academy reaped some substantial results from the expedition.

Mr. Kennicott's successor as director of the Museum was Dr. William Stimpson, who was also the secretary of the Academy. In some departments of natural history he had a national reputation, having been for many years in charge of the Invertebrate Department of the Smithsonian Institute, and had become a recognized authority in that branch of Zoology. Dr. Stimpson continued in charge of the Museum, and in all ways promoted the interests of the Academy, until his death, in 1872.

In June, 1866, the building in which the Museum had been placed was partially destroyed by fire, and the collections damaged and a portion destroyed. The Society had been considering the subject of building for some time, and this fire stimulated them at once to action. A lot was purchased on Wabash Avenue, north of Van-Buren Street, and a fire-proof building erected thereon. It was opened on the 28th of January, 1868. So secure was this building supposed to be, that it became a

favorite place for the deposit of special collections, and, for the same reason, several private libraries, rich in particular departments of science, found storage on its shelves, and added to its facilities in the prosecution of scientific inquiries.

On the 9th of October, 1871, this building in spite of its fire-proof qualities, with all its contents of inestimable value, specimens, manuscripts, library and apparatus, was burned.

THE CHICAGO ASTRONOMICAL SOCIETY.

The first movement which led to the organization of this Society was made in December, 1862, within the University of Chicago. It was caused by Rev. M. R. Fory, who came here, endeavoring to sell a telescope manufactured by Mr. Fitz, an optician of New York City. The price of the instrument was stated to be \$8,000. In order to awaken a proper interest in the purchase of such an instrument, and the establishment of an observatory, it was determined, upon consultation with Dr. Burroughs and Prof. A. H. Mixer, that Rev. Mr. Fory should lecture on astronomy in Bryan Hall. This lecture was delivered December 8.

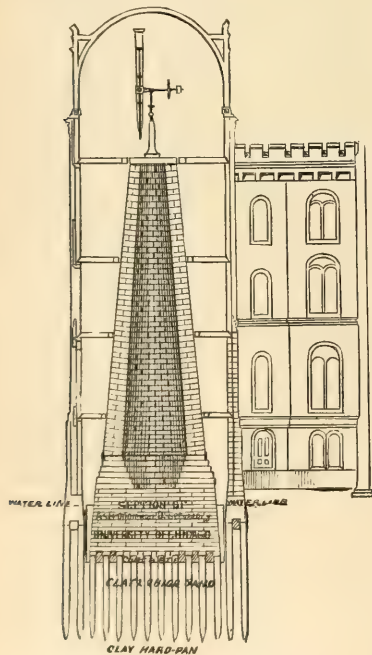
After the lecture, a meeting was organized by calling J. Young Scammon to preside, and a committee of five was then appointed with the view of purchasing the "Fitz glass" and of establishing an observatory. The committee consisted of J. Young Scammon, Rev. W. W. Everts, J. H. Woodworth, D. J. Ely and W. H. Wells. A meeting was held on December 13, and still another on December 15, to consider questions connected with the purchase of the "Fitz glass." But the committee had learned from Baron Brünnow, of the Ann Arbor University, something of the great telescope made by Alvan Clarke & Sons, of Cambridge, Mass., for the University of Mississippi, but which, on account of the breaking out of the Civil War, was left on the hands of the manufacturers. At a certain meeting of the committee this telescope was brought to the attention of the members by W. H. Wells, who also intimated that the Fitz glass had been previously offered for \$2,000, and that he could see no good reason for paying \$8,000 for an instrument which the maker had offered to other parties for from \$2,000 to \$3,000. Then the committee determined upon the purchase of the Clarke telescope, and thereby Chicago became the possessor of what was then the largest and best refracting telescope in the world, as its diameter was three inches greater than that of the great telescope at Cambridge, and greater than that of Pulkowa in Russia, the largest refracting telescope in Europe. This telescope of Alvan Clarke & Sons, upon being pointed to Sirius, discovered the hitherto unseen, though suspected, companion of Sirius.

Thomas Hoynes, as a sub-committee, visited Boston, ignoring both the claims of Mr. Fitz and the Fitz glass, which was, as the committee had ascertained, a dialytic instrument, and totally inadequate for observatory purposes. Mr. Hoynes at once secured the telescope, and thereby disappointed Professor G. P. Bond, who had commenced the circulation of a subscription list to purchase the instrument for the Cambridge Observatory.

At a meeting of the trustees of the University of Chicago, at which William B. Ogden presided, convened for the purpose of considering the proposed observatory, the telescope question was considered, and William B. Ogden at once subscribed \$5,000 toward the project. About the middle of March, 1863, the committee took the initial steps toward erecting the observatory, by sending for a few plans for the building. On March 22,

1863, the telescope was purchased, and it was also learned that the Lalande prize, of the value of five hundred francs, had been awarded to Alvan Clarke & Sons by the French Academy of Sciences, for the discovery of the companion of Sirius with this telescope. Before the close of the month, one of our most liberal citizens (Hon. J. Y. Scammon) pledged himself to erect the building for the observatory and provide the room necessary for the instrument; another subscribed \$5,000, and about nine others made themselves life-directors in the observatory by subscribing \$500 each.

W. W. Boyington was sent east to examine different buildings, in order to be better prepared to construct here a suitable observatory. Afterward, under a contract between the University of Chicago and the Chicago Astronomical Society, an arrangement was made for the establishment of the observatory on the grounds of the first institution. The observatory-tower Mr. Scammon erected on the west side of the University building, at a cost to himself of \$30,000, and it was named by the trustees of the university the "Dearborn Observatory," in memory of Mr. Scammon's first wife.

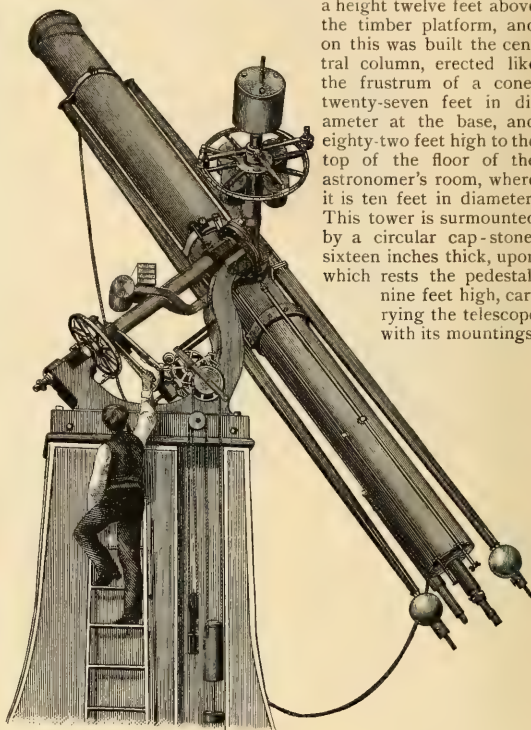


DEARBORN OBSERVATORY.

It consisted essentially of two independent buildings, the central and the outward portion. On account of the sandy nature of the soil, one hundred and five oak piles were driven twenty-seven feet into the earth, penetrating the underlying clay and hard pan. An excavation was made, fifteen feet deep, ten feet below water level, where the piles were sawed off and capped with square oak timbers. The interstices were filled

with concrete, and then the entire surface was floored over with oak timbers. The masonry was then commenced on top of this foundation, consisting of solid blocks of stone from four to five feet square and from twelve to eighteen inches thick. This was carried up to

a height twelve feet above the timber platform, and on this was built the central column, erected like the frustum of a cone, twenty-seven feet in diameter at the base, and eighty-two feet high to the top of the floor of the astronomer's room, where it is ten feet in diameter. This tower is surmounted by a circular cap-stone, sixteen inches thick, upon which rests the pedestal, nine feet high, carrying the telescope with its mountings.



THE GREAT TELESCOPE.

The foundation for this tower was completed about April 1, 1864.

The exterior building is octagonal in shape, thirty-five feet in diameter, one hundred feet high to the top of the roof. The original dome was hemispherical and rotated on balls, and was provided with a vertical opening nearly six feet wide. The floors of this exterior building do not touch the tower, so that neither the swaying of the building in the wind, nor the unequal expansion of its parts by the varying heat of the sun, have any effect upon the tower supporting the telescope. The tripod arrived November 4, 1864. It is eight and one-half feet high, seven and one-half feet long, three and one-half feet thick, and weighs upward of seven tons. It was quarried and shaped at the Penitentiary at Joliet.

The object-glass of the telescope has a clear aperture of eighteen and one-half inches diameter, and its focal length is twenty-three feet. It is provided with four astronomical eye-pieces, magnifying, respectively, 135, 225, 450 and 900 diameters: five micrometer eye-pieces, with magnifying power of 120, 190, 287, 385 and 900 diameters; a filar and two ring micrometers; and a single prism spectroscope. The declination circle is divided to

five minutes of arc, and the right ascension circle to single minutes of time. Its total weight is nearly three tons, its tube is of mahogany, and its entire cost, including transportation and mounting, was \$18,187. It arrived in Chicago from Boston at 2 p. m., on March 24, 1866, and was mounted on the 12th of April, Alvan Clarke himself being present, and remaining until the mounting was successfully accomplished.

The first director of the Observatory was Professor Truman Henry Safford. He had previously been engaged as assistant director at the Harvard Observatory. During the first three years he devoted most of his time to the observation of nebulae, and was the discoverer of about one hundred. During 1868, Walter S. Gurnee, of New York, formerly mayor of Chicago, donated \$5,000 to the Society for the purchase of a Meridian Circle, which, like the telescope, was one of the largest ever made. From that time to the great fire of 1871, Professor Safford was engaged in a series of star observations, in connection with other astronomers at the principal observatories of the world, for the great catalogue of the German Astronomical Society. The share allotted to the Dearborn Observatory was the zone between the 35th and 40th degree of north declination, and about two-fifths of the work was completed at the date of the fire. During 1870, Elias Colbert* was made assistant director of the Observatory, without salary; and it was mainly through his efforts that a tower-clock was purchased, and the Observatory placed in communication with the Court-house bell.

The Chicago Astronomical Society was organized in November, 1863. The first board of directors was composed of J. Young Scammon, Thomas Hoyne, W. H. Wells, E. B. McCagg, A. H. Mixer, J. H. Woodworth, J. C. Burroughs, J. K. Pollard and T. B. Bryan. The first officers chosen were J. Young Scammon, president; W. H. Wells, vice-president; Thomas Hoyne, secretary, and D. J. Ely, treasurer. This Society was incorporated by the Legislature February 19, 1867. The officers of the Society conducted its affairs, under the title of Observatory Board, in a desultory manner, until 1870, when public interest became somewhat aroused by the efforts of Elias Colbert, personally, and through the public press. The history of this Society, together with what has been accomplished by means of the Observatory since the great fire of 1871, will be given hereafter.

OLD SETTLERS' SOCIETY.

This association was formed on February 9, 1871, at the Tremont House, Chicago, when it was decreed that

"Members to be only residents of Cook County prior to the adoption of the charter of Chicago; and those voters resident in Cook County prior to January 1, 1843. The time may be extended, every third year, by a vote of three-fourths of the members present at an annual meeting. Ladies who have been here since 1843 are made honorary members."

The constitution was signed by the following gentlemen, who came to Chicago in the years preceding their names:

1818, Gurdon S. Hubbard; 1832, J. W. Pool, L. Nichols, James A. Marshall, Philo Carpenter, Joseph Meeker, Alexander

Beaubien; 1833, A. D. Taylor, Hibbard Porter, Asahel Pierce, Samuel Wayman; 1834, Rev. J. E. Ambrose, Grant Goodrich,

Cyrenius Beers

Bennet Bailey, J. C. Rue, Alexander Wolcott, Seth Paine; 1835, James A. Smith, Tuthill King, Jacob Doney, Cyrenius Beers, M. D. Butterfield, John M. Turner, D. N. Chappell, George Bassett, James Lane, K. K. Jones, Charles V. Dyer, S. L. Brown; 1836,

St. Avoynkoop

James Couch, A. B. Wheeler, William L. Church, Daniel Worthington, A. Follansbe, J. T. Durant, Jacob Morgan, Charles Hard-

A. Follansbe

ing, James M. Hannahs, Elisha B. Lane, A. S. Sherman, Peter Graff, Oren Sherman, W. W. Smith, C. McDonald, John B. Weir, M. B. Smith, L. P. Hilliard, John Wentworth, John Turner, William M. Butler, L. A. Doolittle, C. B. Sammons, J. H. Hunt; 1837, Matthew Laflin, Michael White, N. S. Cushing, Elijah Smith, Darius Knights, William Wayman, J. B. Bridges, Eugene O'Sullivan, John M. Van Osdel, John Gray, Joel C. Walters; 1838, N. Gould, James B. Huguinin, Alonzo J. Willard, William E. H. Gray, W. Butterfield, O. L. Lange; 1839, Henry Fuller, Isaac Speer, John A. Oliver, Sidney Sawyer; 1840, Edwin Judson, Thomas L. Forrest, Frederick Burcky, Thomas Speer; 1841, James Ward, B. W. Thomas; 1842, Thomas Hastie.

The especial object of the Society, as stated by John Wentworth, who was the prime mover in its organization, was not alone the social re-union of old settlers, but the collection and formulation of historic facts which otherwise would pass from remembrance and be lost.

THE FIRST GOLDEN WEDDING IN CHICAGO.—On February 13, 1863, Mr. and Mrs. D. B. Heartt celebrated their golden wedding at their residence, No. 122 Buffalo Street, it being the first occasion of the kind that happened in Chicago.

D. B. HEARTT was born at West Troy, N. Y., September 29, 1787, and Mrs. Heartt (Jane Callender), was born at Sheffield, Mass., November 15, 1788. They were married at Poultney, Vermont, February 6, 1812, and came to Chicago in 1836. At the time of this event all their children, six in number, were living, and they had had thirty-three grandchildren, twenty-three of whom were living.

SILAS B. COBB, one of the oldest business men of Chicago, and now retired from active work, is a native of Montpelier, Vt., where he was born January 23, 1812. His father was, at different times, a tanner, a farmer and an inn-keeper, and early put his son to work. Silas began to learn the trade of a shoemaker, but he abandoned that and was apprenticed to a harnessmaker. After he had worked at this trade for a year, his employer sold out his business, and the purchaser claimed young Cobb as a part of his purchase; but, although eighteen years of age, his independent spirit evinced itself in his remark, that, "In this case, the nigger don't go with the plantation," and in his demand that a new arrangement be made. After his new employer had closed up his business, Mr. Cobb worked as a journeyman at Montpelier, South Hardwick, and other places. Nine months of faithful labor brought him a clear \$60, with which, in his twenty-second year, he joined a party bound for the West. The company to which he attached himself was under the leadership of Oliver Goss, of Montpelier, who had already located on some government land near Chicago. Although his father was opposed to the venture, the young man determined to go as far west as his money would carry him. His route was to Buffalo, via the Erie Canal, and from thence to Chicago on the schooner "Atlanta." The passage was stormy, and, at the end of

M. N. Ford

* In 1860, Elias Colbert made the first attempt to establish standard time in the city.

the trip, he was detained three days by the captain of the boat, who claimed that he owed him money; but the matter was finally adjusted by a sympathizing passenger, so that on June 2, 1833, after being on the water over five weeks, he landed in Chicago, or rather in the rude settlement of log huts occupied by soldiers, half-breeds, and about thirty whites. Being penniless, he considered himself in luck when James Kinzie engaged him as the "boss carpenter" to superintend the erection of his hotel, at \$2.75 a day and board. As Mr. Cobb knew no more about building a hotel than about the future Chicago, it is quite certain that his stress of circumstances forced him into assuming this responsibility, but he kept his eyes open, gave general directions, had under him a skilled workman, who really took the active management, and got along very well until he took into his employ a smart, prying Yankee who soon informed Mr. Kinzie of the true state of affairs. The young "boss" was therefore paid off, and with the proceeds of his venture bought up several lots of trinkets, which he put up at auction to the Indians and half-breeds. Next, he erected a small frame building, rented the upper part, using the lower story as a harness shop. Here, in company with Mr. Goss, who furnished the capital of thirty dollars for the purchase of the stock, he remained for one year, when he dissolved the partnership and removed to larger quarters. In 1848, he sold out his establishment at a good figure, and formed a partnership with William Osborne, dealing in boots and shoes, hides, and leather. Within four years he disposed of his interest, and retired from active business with a fair competency. He has since so sensibly invested his means in real estate and public enterprises, that he is among the most prosperous property owners in the city. In 1852, he was appointed executor of the estate of the late Joel Matteson of the Matteson House, and guardian of his five children, holding this position of trust until 1866. He was made a director of the Chicago Gas Light and Coke Company in 1855, and a few years thereafter was placed upon the board of management, being at present one of its members. It was under Mr. Cobb's administration, as president of the Chicago City Railway, that the cable system was introduced; and he is still connected with that corporation, the West Side Horse Railway Company and the National Bank of Illinois. In years past he has also been identified with the Galena & Chicago Union and the Beloit & Madison Railroads, and was the builder and owner of several fine blocks on Lake and Dearborn streets. Mr. Cobb was married, in 1840, to Maria Warren, daughter of Daniel Warren, of Warrenville, DuPage Co., Ill. They have had six children, of whom the following are living: Maria Louisa, the wife of William B. Walker; Bertha M., now Mrs. William Armour, and Leonora, married to Joseph G. Coleman.

WILLIAM HICKLING, who was, at the time of his death, vice-president of the Chicago Historical Society, was born in Lincolnshire, England, December 7, 1814. When he attained the age of seventeen, he emigrated to America, and after a six weeks' voyage, he arrived at Philadelphia, by way of New Orleans. In Philadelphia he resided two years, and at the age of nineteen started for New Orleans or the Western States, having no fixed destination in view. When on a flat-boat floating down the Ohio river, he became acquainted with George E. Walker, who was eleven years his senior, who advised him to come to Chicago. They arrived in Chicago as early at least as August, 1833, for on the 28th of that month Mark Noble, Sr., transferred to James B. Campbell and George E. Walker a parcel of land near Chicago Avenue and the North Branch of the Chicago River. In the vicinity of this land, or possibly within its limits, Mr. Hickling and Mr. Walker built a saw-mill in the fall of 1833. This mill was sold, and they afterward either built or bought a saw-mill on the Desplaines River, which they likewise sold, and moved to Ottawa, Ill., thinking that place had brighter prospects than Chicago. In Ottawa they started a store, and Mr. Hickling was elected first mayor of that city. After serving two terms, himself and wife made the tour of Europe, and upon returning to Ottawa he was again elected to the mayoralty. He was also elected president of the Board of Education, holding that position a number of years, at the same time being mayor, and president of the First National Bank of Ottawa. He and his second wife (who still survives him) made a second tour through Europe and other parts of the world, occupying three years. While on one of these trips he purchased the portraits of Columbus and Vesputius, which, since his death, his widow, in compliance with his will, has presented to the Chicago Historical Society. In 1860, he removed from Ottawa to Chicago, and in 1870 became a member of the above-mentioned organization. After the great fire, although one of the greatest sufferers, he was one of the first to come to the aid of the Society with pecuniary means, and was ever afterward one of its most devoted friends. In 1877, he was elected a member of the executive committee. Toward the close of his life his disposition grew more retiring than in his earlier days, the result perhaps of a failing eyesight and increasing deafness. Before these calamities befell him, he was one of the most genial and companionable of men; but as his infirmities grew he became more

devoted to books—history and stories of Indian and pioneer life being his favorite themes. His death occurred on August 25, 1881. He had been twice married, his first wife having been Mrs. Clark, youngest sister of George E. Walker, who died in August, 1850, and his second wife Miss Caswell. Besides the two portraits of Columbus and Vesputius, already mentioned, Mrs. Hickling, who takes a deep interest in the Chicago Historical Society, has presented to it the sum of five hundred dollars, and also the portrait of her deceased husband. Concerning Mr. Hickling's connection with the early railroad enterprises of Illinois, General John J. Thomas thus wrote from Belleville: "My first acquaintance with Mr. William Hickling was in 1837. He was then engaged, with Messrs. George E. Walker, Samuel B. Chandler, Vital Jarrott and Governor John Reynolds, in the construction of the Pittsburg & St. Louis Railroad. The road was intended to carry coal from the bluffs to the St. Louis market, and was graded, and wooden rails laid, without the iron strap-rails then used, to the now extinct town of Pittsburg. The town was platted by Mr. Hickling for the company (he having no financial interests in the company), and several houses built, but none of them are now standing. The site of this town is at the foot of a bluff a few rods south of the present Illinois & St. Louis Railroad track, about seven miles out from St. Louis. The eastern terminus of the Pittsburg road crossed the lake on about one-quarter of a mile of piling, much of which is still standing, and can be seen from the Illinois & St. Louis Railroad track. The enterprise, however, proved a failure, financially, and the only use the road was put to was the conveying of many cords of wood to St. Louis by horse-power. No coal was removed until years after, when a new company reconstructed the road with a light T rail and ran a small two-wheeled locomotive over it. It has since changed hands several times, and is now the property of the Illinois & St. Louis Railroad and Coal Company, by which it was extended to Belleville, but no farther. Besides doing a lucrative passenger traffic between the cities, it carries a large percentage of the coal consumed in St. Louis. In 1838, after the failure of the Pittsburg & St. Louis Railroad Company, Messrs. Walker and Hickling went to Ottawa, Ill., where their fortunes were accumulated."

OREN SHERMAN, senior member of the firm of Sherman & Flavin, marble dealers, and one of the early residents of Chicago, was born March 5, 1816, in Barre, Vt. His parents, Colonel Nathaniel Sherman and Deborah (Webster) Sherman, were also both natives of that State. In the spring of 1836, the young man started for the West, and setting stakes at New Buffalo, Mich., remained there until he found that the transportation facilities then in vogue seriously impeded his business, when he removed to Chicago. This was in the fall of 1836, and in the spring of the next year he opened a dry-goods store on LaSalle Street, between Lake and South Water streets. His location was subsequently changed to the corner of Lake and LaSalle streets, and to No. 705 and 107 Lake Street, at which latter numbers he did business for many years. In the spring of 1838, Mr. Sherman formed a partnership with Nathaniel Pitkin, which continued until 1844. During a portion of this period he was engaged in packing pork and dealing in produce, doing about one-half the business transacted in the former commodity. Subsequently he was associated in the dry-goods business with David Ballentine and General Hart L. Stewart. In 1851, he established the first carpet store and place for the sale of house-furnishing goods in Chicago. In the spring of 1853, he sold out to Messrs. Beecher, Hollister & Wilkins, and he then went into business with his brother, Alson S. Sherman (who, in 1844, was mayor of the city). They owned a stone-quarry at Lemont, and lime-works at Bridgeport, and energetically developed this branch of industry. After being together a year as a private firm, they organized the Illinois Stone & Lime Company. Subsequently the interests were separated, and the Illinois Stone Company organized as follows: Stephen F. Gale, H. G. Loomis, W. S. Gurnee and Alson S. and Oren Sherman. The Lime Company was composed of W. S. Gurnee, M. C. Stearns and the Sherman brothers. The lime business was disposed of, and the Illinois Stone Company continued. Before Oren Sherman finally established himself in the marble trade, in the spring of 1857, he purchased of Messrs. Sturtevant & Kettlestrings their lime-works at Lyons, Ill., which he sold to Colonel Francis T. Sherman and W. G. Sherman. After continuing in the marble trade for two years, Oren Sherman formed a stock company to conduct the business, which consisted of himself, Henry Wilson and George W. Prickett. This company continued until 1867, when it was merged into one composed of Mr. Sherman, D. D. Cole and others, which existed until the time of the fire, when it was dissolved by the "force of circumstances" brought about by that fierce conflagration. He was one of the first business men to get a roof over his rough temporary structure, and after putting out his sign, which ever after became his watchword, "While there's life, there's hope," he entered into the thick of the trade-revival succeeding the fire. He started business with one load of marble, which still remained at the depot, and what fragments he could dig from the ruins of his building.

Undaunted by misfortune, with characteristic energy he applied himself to the work of restoration, and in the early spring of 1872, he built a large manufactory on Wabash Avenue, opposite Grace Episcopal Church, and, with his sons, L. E. and Fred J. Sherman, organized the Chicago Marble Manufacturing Company, carrying on business very successfully. Their contracts included many of the leading hotels and public buildings of the New Chicago, and successfully passed through the panic of 1873, until, in 1877, they went out of business. In 1878, the firm of Sherman & Flavin came into existence. On March 1, 1885, they occupied their spacious building on Wabash Avenue, where they employ one hundred and twenty-five men, and do a business of from \$150,000 to \$200,000 annually.

MICHAEL HOFFMANN, one of the early German residents of Chicago, was born in West Prussia, about twenty miles from the French frontier, on December 11, 1812. In May, 1836, he left his native village, and, on July 21 of that year, landed in New York City. Mr. Hoffmann started for Chicago, in August of the next year, taking the canal-boat from Albany to Buffalo, and the steamer to Detroit. After remaining there for a short time, he traveled on foot to LaSalle, and reached Chicago in November, 1837. Like hundreds of other men who have since become professional men and capitalists, Mr. Hoffmann worked upon the canal, and when winter came upon him, took to peddling water. He hauled it from the corner of Lake and State streets, his charges being usually about twenty cents a load. On May 1, 1840, he commenced to work for William B. Ogden, boarding at his house. He remained with him until November, 1844, and became closely attached to him, placing him, to-day, as not only one of the ablest but the best of Chicago's citizens. The date of his departure from Mr. Ogden's house was also the date of his marriage to Mary Echternacht. His wife's mother is still living, having nearly reached the age of ninety years. After leaving the employ of Mr. Ogden, Mr. Hoffmann engaged in a general teaming business, and, in 1850, established himself as a gardener. This occupation he followed until 1870. In the meantime, through his acquaintance with Mr. Ogden, he had purchased a large tract of land between Dearborn and State streets, near what would now be Goethe Street, North Side. He afterward purchased property on Chicago Avenue, and a fine tract of wooded land in the outskirts of the city. Mr. Hoffmann subsequently sold a portion of his property (the piece on Chicago Avenue) just previous to the fire. Although the fire of 1871 swept away his three houses, his real estate remained, of which he is now the owner of several fine pieces. He has but lately bought a valuable lot just north of that upon which stands his residence on LaSalle Avenue. Mr. and Mrs. Hoffmann have three sons and one daughter living. Mr. and Mrs. Hoffmann are among the oldest members of the German Catholic Church in the city, being first connected with the old St. Mary's Church. For many years they have been identified with the St. Joseph's Church, on the North Side, having always been among the leaders of their Society in benevolent work.

CHARLES BERDELL was born in Bavaria, Germany, November 9, 1818, coming to America in January, 1837, and settling in Cleveland, Ohio. While there he received from his uncle, who had located in Chicago, most enthusiastic accounts of the probabilities of the new place, and accordingly, in the fall of 1839, started from Cleveland on the steamer "General Wayne." On the way he met Stephen F. Gale and John Wentworth, who had been East on a visit, and by his conversations with them his confidence in Chicago was more firmly established than ever. When first coming to Chicago, young Berdell, through the influence of his uncle, who was a justice of the peace and connected with John B. Rice's orchestra, also became a musician in the theatre. During the Harrison presidential campaign, his services were also called into play, he being sometimes obliged to leave his work on the canal at Summit. After a few months he commenced to learn the cabinet trade, working for a time in a turner's shop. When he first came to Chicago, Mr. Berdell lived with his uncle, whose residence was upon the present site of the First National Bank. In 1852, he bought a lot of Mr. Gale, at the corner of Randolph and Halsted streets, married Catherine Becker, and erected a house. He had previously purchased thirty acres of land on Ashland Avenue, from Blue Island Avenue to the river, but, as the cholera had created considerable alarm for several years after 1848, he was induced to sell in 1852, upon the conviction that the epidemic would permanently affect the growth of the city. Mr. Berdell served on the police force for twelve years, from 1861, being sergeant of the Chicago Avenue station from 1865 to 1873. For the past few years he has derived a good income from the renting of living apartments. Mr. Berdell's wife died in October, 1871, leaving four children still living—Charles A., a lawyer in Gunnison County, Col., who cares for the mining property of several prominent citizens of Chicago; Gustav A., Oscar A. and Emma, who lives at home.

NATHANIEL GOOLD, one of the pioneers of Chicago, was born in Hopkinton, N. H., March 22, 1814, his parents being Nathaniel

and Elizabeth (Eaton) Goold. His father, a blacksmith by trade, originally came from Cape Cod, Mass. On December 24, 1835, Mr. Goold married Bessie A. Blake, who is still in the enjoyment of good health, and who will celebrate, with him, Providence permitting, the golden anniversary of their wedding. Nathaniel was left an orphan when only six years of age, and was early thrown upon his own resources. He mastered the carpenter's trade, obtained a fair business education, and then, through the representation of two friends who had invested in property in Chicago, and the enthusiastic accounts presented in a book "The West and Texas," which fell into his hands, he was induced to turn his face toward Chicago. He arrived here July 12, 1838, on the old steamboat "Madison."

Deciding to make Chicago his home, he returned to the East to make arrangements for moving his wife and one child to the new country. In July, 1839, he came to this city to locate permanently, and established a family grocery at No. 155 Lake Street. At first he hired a house on the corner of Lake and Canal streets, Asahel Pierce being his neighbor—there being, in fact, no house west of him on the west side of the river. In the fall after his arrival, to his unbounded astonishment, he was nominated for alderman of the Fourth Ward, and taken in hand by John Wentworth, who introduced him to "the boys." After a severe and exciting canvass Mr. Goold was beaten by his Whig competitor, William O. Snell. Of the thirty-four votes cast, Mr. Goold received fourteen. As Chicago began to grow he decided to move his family to the north side of the river, and accordingly built a house on the corner of Dearborn and Michigan streets, living there from 1840 to 1851. Mr. Goold attended the first sale of lands after the completion of the canal in 1848, but was afraid to purchase at that time. A friend named McAuley, however, bought in Block 3, Section 27, near Cottage Grove Avenue and Twenty-second Street. This was then just outside the city limits, and when Mr. Goold bought the block from Mr. McAuley, an acquaintance asked the question in amazement, "What do you want of that? All it is good for is to leave to your children." The purchase price was \$471, and Mr. Goold at once set about erecting a dwelling house on Prairie Avenue, fronting east. Of the eight lots in the block he disposed of six, his residence still standing upon one and his factory upon the other. At an early day he commenced to experiment in the manufacture of organs, his ambition having been aroused by the sight of a pipe instrument with two stops. Being a natural mechanic, he set about constructing two organs, and sold his first one to the Catholic Church, a little one story building on Madison Street, between Wabash and Michigan avenues, and he received \$160. He also disposed of one to the Unitarian Church, the last being exhibited at the fair of the Mechanics' Institute and receiving a gold medal. It may be said, parenthetically, that his organ was the only one on exhibition. He afterward began the manufacturing of pianos, and established an extensive business. Two years ago he erected a large manufactory, five stories in height, upon the rear of his Cottage Grove Avenue lot, and received his son, John E. Goold, and a skilled workman, into partnership with him. At present the firm are making a specialty of the manufacture of Hansom cab bodies, having yet a large stock of pianos in their warehouses. Mr. Goold has two married daughters living—Mrs. Frank Dyke, a resident of Chicago, and Mrs. Charles Reed, a resident of Michigan.

A B. KELLOGG, the son of Solomon and Rebecca (Turner) Kellogg, was born on April 25, 1819, in Cayuga County, N. Y. When he was but ten years of age, his parents removed to Yates County, near Penn Yan, and then to Cleveland, Ohio, where his father died of cholera. Upon the death of his father he went to live with his elder brother, Solomon, in Prescott, Canada, but upon the breaking out of the "Patriot Rebellion," in 1838, they were driven away. They were obliged to dispose of their property at a great sacrifice and, in November, they moved to Lockport, Ill., where they opened a carriage and blacksmith shop. The locality did not agree with them, and, after spending a short time in Chicago, they removed to Riverside and built a hotel. For this structure they were obliged to draw their lumber with an ox team. Mr. Kellogg continued in this business for twelve years. In 1849, however, he caught the California fever, and, departing for the Far West, spent twelve months away from home, some three months of which period were passed among the California mines, but he returned to Riverside in just about his former financial condition, considering himself fortunate in making that showing. In July, 1851, he married Mary M. Light, of Plymouth, Ohio. His brother, in the meantime, had caught the gold fever, departed for the West, and remained about a year and a half, but he returned a poorer man than when he went away. Mr. Kellogg did not confine his energies, however, to keeping a hotel, but was called upon to fill nearly every town office. He was town trustee, supervisor, highway commissioner and school trustee, and, as early as 1840, was elected a captain of militia of his district. He was also treasurer of the school fund for the town of Cicero, and during his administration (1870-78), the moneys under his control increased from \$26,000 to \$80,000. Mr. Kellogg's investments in Chicago real

estate have been profitable. At an early day, when he kept the Riverside Hotel, he purchased two acres of land on West Madison Street, upon which he now resides. He also made purchases on Dearborn Street, the Cheney property, and he rented it. Mr. Kellogg's first wife died on January 12, 1865. His present wife was formerly Miss Sophronia A. Crawford. He has four living children, three sons and one daughter. Myron L. is connected with the Champion Reaper Works, Chicago; his daughter is Mrs. Fred. A. Seaton, whose husband is manager of the American Express at Dubuque, and George is in the grain business, at Ashkum, Iroquois Co., Ill. Mr. Kellogg has been connected with the Masonic fraternity since 1849, first joining LaFayette Lodge, No. 13, the pioneer of Chicago. He now holds a life-membership in Union Park Lodge.

L. G. FISHER, well known in Chicago as an old settler and a man of means, was born on August 17, 1808, in Derby, Vt. After completing his education at Brownington Academy and teaching school for three years, Mr. Fisher was appointed sheriff's deputy of Orleans County, Vt. The high-sheriff was, at that time, the father of Judge Jameson, of Chicago. After holding that position for three years he resigned it, and for the succeeding three years traveled through several of the States and the Canadas for the Fairbanks Scale Company. He then engaged with them to establish a commission business, either in Louisville or St. Louis, and on May 15, 1837, started for the West. On his arrival in Albany, he learned of the suspension of specie payments. His plans were, in consequence, entirely changed, and he took passage on a schooner commanded by Captain Stephen Clement, present treasurer of the North Side Rolling Mill Company. Although he sailed on the 1st of July, head winds and rough weather delayed the arrival of the boat until July 3. Mr. Fisher found the city in the throes of financial despair, and after a short time, left for Milwaukee, whose condition he found even worse. He then started for Galena, with the intention of mining for lead. Going by the way of an Indian trail, he finally reached Watertown, Ill., and there met with Charles H. Goodhue & Sons, old Canadian acquaintances, who were building a saw mill. In company with Charles Goodhue, he visited New Albany (now Beloit, Wis.), and purchased an interest in a squatter's claim of the town site, held by Caleb Blodgett. Messrs. Blodgett, White, Johnson and Fisher platted that portion of Beloit lying east of the river, and the latter had the honor of suggesting the change of name from New Albany to that by which it is now known. In the fall of 1838, Mr. Fisher brought the first goods into Beloit, and there continued as a merchant for many years. In 1839, he was appointed sheriff of Rock County, by Governor Dodge and re-appointed by Governor Doty, in 1842. During that time a law was passed making the office elective for a term of two years and ineligible for two terms in succession. Mr. Fisher served his elective term, thus making his entire length of service about six years. During his residence in Beloit, he was an extensive farmer, selling goods from 1838 to 1864, and operating stores both in Beloit and Rockford, Wisconsin. He was also engaged in manufacturing flour, lumber, reapers and mowers, machinery and paper, was largely interested in real estate, and, withal, one of the most liberal patrons of educational institutions. He was instrumental in locating the Beloit Female Seminary, gave a large portion of its site, and has been a trustee since its organization. He was alderman of the city from the date of its organization until nearly the time of his coming to Chicago, in 1866. It was mostly through his efforts that the Chicago & North-Western and the Racine & Mississippi lines were built through Beloit. With his partners, he built most of the latter road and a portion of the Dixon Air Line. At one time, Mr. Fisher was the receiver of the Racine & Mississippi, also a director in that and the Beloit & Madison Railroad. When the financial storm of 1857 beat upon the country, he and his fellow-contractors were grading what is now the North-Western road across Iowa. The old company failed, owing them largely; his company obtained, however, one hundred sections of land and the charter. He was a member of the Wisconsin Legislature in 1856-57. In 1861, he received a recruiting commission from the governor, and did good service in enlisting men for the War, being at one time a member of the gubernatorial staff. Mr. Fisher was postmaster during Lincoln's administration, and was re-appointed by Johnson, but refusing to support him politically, was removed. He was also appointed, by Salmon P. Chase, one of two State commissioners to receive subscriptions for the first United States gold bonds. In 1866, he removed to Chicago to attend to his real estate interests. He, with William E. Hale and Ralph Emerson, had, previous to the great fire, just built the Hale Building, on the corner of State and Washington streets, and the structure adjoining

Burley & Tyrrell's present place of business. After the fire, he and his partners erected them as they now stand. In 1870, Mr. Fisher was elected supervisor of the village of Hyde Park, and served one year and a half. In 1873, accompanied by his family, he made a European trip and remained eighteen months abroad, going abroad again with his family in 1881. Mr. Fisher has retired from business cares, and lives in an elegant home in Hyde Park, taking an active part in the management of local affairs. Some years ago he was elected one of the board of trustees of Union Park Seminary; has been on its executive committee for twelve years, and vice-president half of that period. Mr. Fisher was married, in 1842, to Caroline Field, daughter of Deacon Peter R. Field, of Beloit; she died in 1850. Their son, L. G. Fisher, Jr., married Catherine Eddy, daughter of Rev. Alfred Eddy. A daughter, Anna Field, married Dr. Samuel R. Ward, the son of a foreign missionary, who was born in Ceylon. Dr. Ward is a practicing physician in Richmond, Ill. In 1851, Mr. Fisher married Rachael Colton, a native of Berkshire County, Mass. They have one daughter, Sallie, the wife of William A. Bond, of Turner & Bond.

COLONEL EZRA TAYLOR was born in Genesee County, N. Y., in 1819. He resided there until 1837, when he settled in this city. He entered into the packing business, and was engaged with the firm of G. S. Hubbard & Co. until the breaking out of the War. Prior to that time, the young men of this city had organized the Chicago Light Artillery, and at the time of the "rising cloud of war," Colonel Taylor was its captain in command. This military company was enrolled in the 60th Regiment, under the command of Brigadier-General Swift. In the spring of 1861, Colonel Taylor re-organized the Chicago Light Artillery, and recruited a second company, to be attached to it, thereafter known as Battery "B." Upon the call for troops, in April, Colonel Taylor (then captain) offered his command to the governor, and it was duly accepted. The battery remained here until June 1 and then proceeded to Cairo, where it was met by its captain, who had been to St. Louis procuring arms for the artillery organizations of the State. In July, Captain Taylor, with Battery "B," crossed the Mississippi to Bird's Point, Mo. Their first engagement of any importance occurred at Belmont, on November 7, 1861, where "Taylor's Battery" performed splendid service, it being the only artillery with General Grant, in that, his first, engagement. The battery afterward moved on to Fort Henry, and then to Fort Donelson, and, in the latter engagement, Taylor's Battery was highly commended by the brigade commander, for the coolness and daring of its officers and men. In the report of that battle by Colonel W. H. L. Wallace, commander, he says: "The conduct of Captain Ezra Taylor, commanding Light Battery 'B,' during the whole series of engagements, was such as to distinguish him as a daring, yet cool and sagacious officer. Pushing his guns into positions that were swept by the enemy's shot, he, in person, directed the posting of his sections, and in many instances himself sighted the guns. Such conduct found its natural reflection in the perfect order and bravery that characterized his entire command." Captain Taylor received his commission, as such, on May 15, 1862, and on April 1, 1862, was promoted Senior Major of the 1st Illinois Light Artillery. On the 4th of April, he was appointed chief-of-artillery in General Sherman's division, with orders to report to that commander at Shiloh. Battery "B," of which he had been commander was engaged in that battle on the 6th and 7th of April. In this famous engagement, Major Taylor did noble service, personally appearing and directing each battery to its position, which inflicted terrible slaughter on the enemy. Major Taylor received his commission as colonel of the 1st Illinois Artillery, on May 6, 1863. He resigned August 20, 1864, by reason of his having been severely wounded, and on returning home was confined to his house for several months. He received the appointment of provision inspector of this port, from the United States Government, and was also inspector for the Board of Trade of this city in 1865, which offices he has continuously held to the present time. He was married, January 12, 1840, to Miss Sabina Langen, of Chicago. They had six children, four of whom are deceased. William N. Taylor, their eldest son, died in South Carolina, from wounds received during the War, and was major of Battery "B" at the time of his death. Two other sons, Thomas E. and James L., contracted malarial fever during their service in the War, and they died shortly after their return home. Thomas Francis Taylor died when six years of age. The wife of Colonel Taylor died on July 8, 1892, and only two sons remain to comfort his declining days. George L. Taylor is captain of Engine Co. No. 14, and Henry E. Taylor lives a retired life. Colonel Taylor married Mrs. Jane J. Fitzgerald, of Toronto, Canada, in 1884.

MEDICAL HISTORY.

There is little to be said concerning physicians, as a distinct class of the city's population, for the period extending from 1857 to 1871, that is not found in other portions of this work. They became so thoroughly commingled with the interests of the city, aside from protecting and advancing her hygiene, and so prominent in all enterprises that had for their object her material benefit, that among the leaders in the city's progress will be found the names of many of our physicians.

When negligence permitted the condition of the city to become unhealthy in the extreme,—an invitation to epidemics,—the physicians persistently sounded the alarm that ultimately caused the citizens to demand of the authorities, purification, and the establishment of sanitary laws and officials. The system of sewerage adopted by the city was substantially a mode suggested by a physician. The method of drainage was that promulgated by a physician. The establishment of the county and city hospital was forced upon the authorities by two physicians, who primarily were connected with others in its maintenance. When the War spread its devastation and agony among thousands, Chicago's physicians were found prominent among those who braved death to alleviate their sufferings upon the battle-field. When the tardy measures taken to cleanse the city had proven utterly ineffectual, and the cholera appeared, those who had so persistently advocated precautionary measures, demonstrated that they knew not only how to warn against a foe but also how to fight it, and, with unrelenting zeal, with unswerving fidelity to the afflicted, and with self-abnegation, the physicians of Chicago cared for the sufferers. And of all the bright pages of Chicago's history, there is none that glows with brighter luster, than that whereon are emblazoned the names of those physicians whose

C. M. Nuttall

assiduity in attendance upon cholera-stricken patients caused them to forfeit their own lives.

From the history of Rush Medical College, in the preceding volume, it will be seen, by the constantly increasing number of students attending the institution, that Chicago was becoming noted as a center for medical education. The ripe scholarship, brilliant attainments, and comprehensiveness of its faculty, could not but make a marked impression, not alone upon the students who attended their lectures, but upon the medical literati and the profession at large. For these reasons the fame of Rush Medical College is continental, as is the proficiency of its graduates. To disseminate this proficiency among those less favored, societies were formed; and to discountenance charlatans, other associations were composed, with infrangible regulations, upon a medico-ethical basis. As the *clientèle* of the Rush Medical College became very large, the necessity for additional colleges became apparent, and they were instituted. Knowledge and philanthropy are usually associated—enlargement of the brain may superinduce

enlargement of the heart; and to help the afflicted poor, dispensaries and hospitals were established in different parts of the city.

In succeeding pages these various matters receive specific mention, together with prominent members of the profession; and the history of the founding and perpetuation of these institutions comprises the material and prosaic part of the medical history; while, as an index of the statistics of medical population, the subjoined table is given, showing the number of practicing physicians, as exhibited in the various directories of the years specified:

1858, 198; 1859, 210; 1860, 209; 1861, 212; 1862, 195; 1863, 213; 1864, 229; 1865, 269; 1866, 279; 1867, 334; 1868, 382; 1869, (notably inaccurate); 1870, 464; 1871, 414.

These figures may not be exact, but they are a fair index of the growth of the profession in Chicago.

RUSH MEDICAL COLLEGE.—The history of this college during the epoch herein treated is thoroughly one of earnest labor and gratifying result. The organization of another medical college in 1859, was a provision, by the medical fraternity, for the demands made



RUSH MEDICAL COLLEGE.

by the growing number of students that came to the city; and the institution of the medical department of Lind University in no wise detracted from the attendance at Rush Medical College. The students multiplied, and ere long it was found necessary to erect a new building for their accommodation. This was done in 1867, at a cost of about \$70,000, which expense was borne by the members of the faculty. The new building was erected on the vacant college-lot, immediately north of, and adjoining, the old one, which thus became

an adjunct. The new edifice was sixty feet on Dearborn Street, by seventy-two feet on Indiana Street, and had two large lecture-rooms, each containing six hundred and twenty-five numbered seats. Every convenience for the prosecution of studies was afforded in the lecture-rooms, anatomical rooms, museum and laboratory, and its equipment and facilities gained for it the reputation of being one of the best medical colleges in the country, which encomium was fully justified by the station which its graduates subsequently occupied.

The faculty of Rush Medical College, since its inauguration, have been as follows: *

Professor of anatomy and surgery: Daniel Brainard, 1844-54; surgery and clinical surgeon, Daniel Brainard, 1855-65; principles and practice of surgery and clinical surgery, Moses Gunn, 1866-71.

Professor of chemistry and materia medica: James Van Zandt Blaney, 1844; chemistry and pharmacy, James V. Z. Blaney, 1845-64 (E. S. Carr, acting professor during the War), 1865-69, emeritus, 1870-71; Henry M. Lyman, 1870-71.

Professor of theory and practice of medicine: John McLean, 1844; materia medica and therapeutics, John McLean, 1845-47; materia medica, therapeutics and medical jurisprudence, John McLean, 1848-54; Hosmer A. Johnson, 1855-56; materia medica and medical jurisprudence, John H. Rauch, 1857-58; Ephraim Ingals, 1859-70; James H. Etheridge, 1871.

Professor of obstetrics: M. L. Knapp, 1844; obstetrics and diseases of women and children, Graham N. Fitch, 1845; John Evans, 1845-56; William H. Byford, 1857-58; DeLaskie Miller, 1859-71.

Professor of anatomy: W. B. Herrick, 1845-47; general and descriptive anatomy, W. B. Herrick, 1848-50; anatomy and physiology, W. B. Herrick, 1851-54; anatomy, Joseph Warren Freer, 1855-58; R. L. Rea, 1859-71.

Professor of the institutes and practice of medicine: Austin Flint, 1845; Graham N. Fitch, 1846-47; principles and practice of medicine, Graham N. Fitch, 1848; Thomas Spencer, 1849; N. S. Davis, 1850-54; Thomas Spencer, emeritus, 1855; principles and practice of medicine and clinical medicine, N. S. Davis, 1855-58; J. Adams Allen, 1859-71.

J. Adams Allen

Professor of physiology and pathology: Nathan Smith Davis, 1849-50; William B. Herrick, 1855-56; William B. Herrick, emeritus, 1857-58; Hosmer A. Johnson, 1857-58; A. S. Hudson, 1859-62.

Demonstrator of anatomy: W. B. Herrick, 1848-50; Joseph W. Freer, 1851-54; Edmund Andrews, 1855; L. H. Hollister, 1856-58; Edwin Powell, 1856-63; L. P. Lynn, 1864; Robert M. Lackey, 1865; William Lewitt, 1866-67; Chas. T. Parkes, 1868-71.

Professor of surgical anatomy and surgical pathology: Joseph W. Freer, 1859; physiology and surgical pathology, J. W. Freer, 1860-61; physiology, microscopical and surgical anatomy, J. W. Freer, 1862-65; physiology and microscopical anatomy, J. W. Freer, 1866-71.

Clinical lecturer on diseases of the eye and ear: Edward Lorenzo Holmes, 1864-67; professor of ophthalmology, Edward L. Holmes, 1868.

Clinical lecturer at City Hospital: Joseph P. Ross, 1865-67; professor of clinical medicine and diseases of the chest, Joseph P. Ross, 1868-71.

Lecturer on legal medicine and insanity: D. A. Morse, 1869. Professor of surgery: J. C. Morfit, 1866; Edwin Powell, 1867-68; G. J. Cloud, 1861; William Lewitt, 1866-67; William L. Lile, 1868; clinical assistant and professor of surgery, H. F. Chisholm, 1869; professor of anatomy, F. Henrotin, Jr., 1870-71.

* When the designations of the professorships were changed, they are so indicated, the first name retaining the name of the professor being that wherein the change was instituted.

Professor of military surgery and surgical anatomy: Edwin Powell, 1866-71.

Assistant to professor of physiology: F. L. Wadsworth, 1869 to 1871.

Assistant to professor of materia medica: E. Fletcher Ingals, 1870-71.

Assistant to professor of obstetrics: C. T. Fenn, 1870-71.

Assistant to professor of chemistry: L. W. Case, 1870-71.

Assistant to professor of surgery: Charles T. Parkes, 1870-71.



RUINS, RUSH MEDICAL COLLEGE.

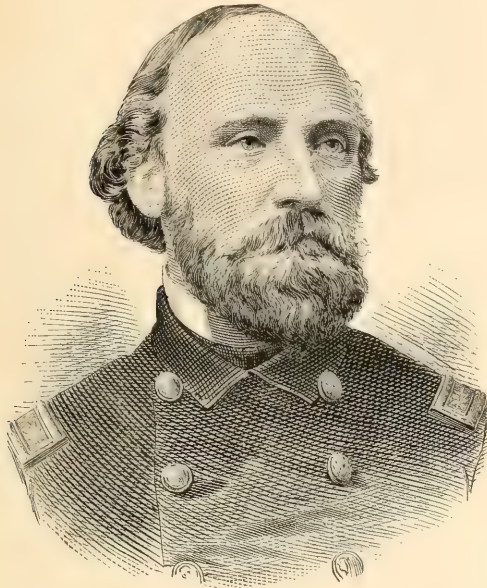
The following tabulated statement gives the number of graduates from 1858 to 1871:

SESSIONS.	STUDENTS.	GRADUATES.
1858-59	117	31
1859-60	119	35
1860-61	160	37
1861-62	134	35
1862-63	170	80
1863-64	255	58
1864-65	276	104
1865-66	255	90
1866-67	374	71
1867-68	290	117
1868-69	328	108
1869-70	286	135
1870-71	223	85
*1871-72	149	78

Hon. Grant Goodrich has been the secretary of the board of trustees since the foundation of the college, and has signed the diploma of every graduate since William Butterfield's graduation. During these years, also, the dispensary of the college was maintained under the administration of various members of the faculty, until October 9, 1871, when it and the college building, the result of twenty-seven years of care, were incinerated. The fire reached to the college about 2:30 o'clock a. m. Professor DeLaskie Miller was in the college at the time, and was driven from it by the smoke and flame. The value of the property is thus designated by Dr. J. Adams Allen: "There was much in the museum of Rush Medical College destroyed by the fire of 1871, that no money could replace or measure. The pecuniary loss in that which money might replace may be estimated at not less than \$125,000."

* The number of students in attendance at the opening of the session of 1871-72, was much larger than on the previous year, but, as the matriculation register was destroyed by the fire, the number of those who returned to the class assembled in the attic of the old County Hospital only is given.

JAMES VAN ZANDT BLANEY was born on May 1, 1820, at Newcastle, Delaware. At the age of eighteen he graduated from Princeton College, but remained thereat some time afterward, and pursued the study of chemistry under the distinguished Professor Joseph Henry, subsequently of the Smithsonian Institute. This post-graduate course evinced the bent of young Blaney's mind, and was the index of his success in the future. From Princeton he went to Philadelphia, and there studied medicine, graduating with honors, but being under age could not receive his diploma until he attained his majority. Ad interim, he walked the hospitals, and



James Van Zandt Blaney

there gained experience that was afterward fruitful. In 1842 he started West, and was with Dr. Daniel Brainard in the founding of Rush Medical College. Untiring in energy, unflagging in zeal, and of comprehensive genius, he is found filling three chairs in the faculty of the college, pursuing the practice of medicine, and lecturing to large and appreciative audiences upon varied subjects. His versatility was literally unbounded and his oratorical power was phenomenal. What were to others achievements worthy of plaudits from the scientific world were to him undertaken and fulfilled, apparently, only as pastime. As an analytical chemist his fame was cosmopolitan, and was manifested in the trial of George W. Green, the banker, who was tried, in 1854, for the murder of his wife by poison, and convicted on the testimony of Dr. Blaney. By the use of novel tests he detected strychnine in the stomach of the murdered woman, and, in open court, in his usual clear, terse and convincing manner, explained his formula to the satisfaction of court and jury. Green had carefully studied his subject, and believed himself quite safe; but he now saw his Nemesis standing before him, and at once gave up all hope. The jury rendered their verdict of guilty without leaving their seats, and Green requested a private interview with Blaney in his cell. After thanking the doctor for his fairness and courtesy, he exclaimed: "Dr. Blaney, God Almighty must have directed your investigation, or you never could have detected the poison." And that same night the wretched man hung himself in his cell. In this case there was no proof, except that furnished by the doctor's analysis, that strychnine, or indeed any poison at all, had been taken by the deceased. Blaney's analysis was published on both sides of the Atlantic, creating great excitement, especially in England, where the celebrated Palmer murder-trial had just ended in the conviction and execution of

the murderer, in spite of the failure of the chemists to detect poison. In 1857, Dr. Blaney occupied the chair of chemistry and natural philosophy in the Northwestern University at Evanston, principally to afford him a partial rest and gratify his fondness for rural life. There he built a beautiful home, and laid out a garden whose floriculture made it celebrated. In this garden he tested the artificial fertilizers that are now so prominent in agriculture. During 1861, he was appointed surgeon of volunteers, and shortly thereafter was appointed medical director. At the battle of Winchester he was surgeon-in-chief of General Philip H. Sheridan's staff, and until the close of the war filled the position of medical director and purveyor. On the termination of the War he was delegated to pay off the medical officers of the Northwest, and in furtherance of this duty disbursed more than \$600,000, and was promoted lieutenant-colonel. On leaving the army, Dr. Blaney resumed his profession as a consulting physician only, devoting himself to the science of chemistry. Therein his skill is thus attested by Lewis Dodge: "In 1853, the Chicago Mechanics' Institute advertised premiums for the best native wines and brandies. About fifty specimens of brandy were examined, and among them was one sample made by Dr. Blaney, from an essential oil or ether, obtained in refining a common agricultural product, which was, in fact, the quintessence of brandy. The liquors were tested on four different evenings, a careful record being kept, and it was found that the committee had, on each trial, marked Dr. Blaney's artificial brandy not only the best but the oldest. The doctor assured the writer that this brandy was made within the hour in which it was tested, at a cost not to exceed twenty cents a gallon. * *

This discovery, stupendous in its possible consequences, from a deep sense of duty and a noble self-sacrifice difficult to understand, was suppressed by the good doctor, and died a secret with its author." Dr. Blaney was married, on July 8, 1847, to Miss Clarissa Butler, daughter of Walter Butler and niece of Hon. Benjamin F. Butler. He died December 11, 1874, one of the noblest and most accomplished gentlemen that ever graced the medical profession of Chicago, leaving four children—James R., Charles D., Bessie and Cassie. James Van Zandt Blaney was a 33° Mason, an honorary member of the Northern Jurisdiction of the Ancient and Accepted Rite. He was past master of Oriental Lodge, No. 33, companion of Lafayette Chapter, R.A.M., past commander of Apollo Commandery K. T., and was the first grand commander of the Grand Commandery of Knights Templar in Illinois, and generalissimo of the Grand Encampment of the United States.

NATHAN SMITH DAVIS was born January 9, 1817, in the town of Greene, Chenango Co., N. Y. He obtained his rudimentary education at the district school of the neighborhood, subsequently spending six months in Cazenovia Seminary, studying languages and the natural and applied sciences; after which he entered the office of Dr. Daniel Clark, of Smithville Flats, as a medical student, and during the following winter he attended lectures at the College of Physicians and Surgeons, at Fairfield, N. Y. At the termination of the session he continued his course of study in the office of Dr. Thomas Jackson, of Binghamton, N. Y., where he spent the two succeeding summers, returning to the college at Fairfield each winter. In January, 1837, he graduated with the degree of Doctor of Medicine, being then twenty years of age. His graduation and his scholastic proficiency so impressed the faculty that they recommended him as the successor to Dr. Daniel Chatfield, of Vienna, Oneida Co., N. Y., which position he occupied only until July, 1837, when he removed to Binghamton, N. Y. In the spring of 1838, he married the daughter of Hon. John Parker, of Vienna, N. Y. Dr. Davis remained in Binghamton nine years, and then removed to New York City; and, at the close of the winter session of the College of Physicians and Surgeons in that city, was appointed lecturer on medical jurisprudence for the spring course. In July, 1849, the faculty and trustees of Rush Medical College offered Dr. Davis the chair of physiology and pathology, which he accepted, and removed to Chicago. The following year he occupied the chair of practical medicine, which he retained during his connection with the college. In the summer of 1850, Dr. Davis delivered a course of lectures upon the sanitary condition of the city and the means for its improvement, and the plan he elaborated upon the water supply and sewerage were practically those subsequently adopted by the city. The money proceeds of this course of lectures was applied to the purchase of the first twelve beds that were supplied to the Illinois General Hospital of the Lake,* since Dr. Davis was the Mercy Hospital of this city. To concisely state Dr. Davis's varied achievements on behalf of philanthropy and science is quite a task, so many and frequent have they been, but the following will give some idea of them. Early in the city's history Dr. Davis became associated with a relief society to systematically help the poor, that was afterward merged into the Young Men's Christian Association; he was one of the founders of the Washingtonian Home; he was one of the originators of the Chicago Medical

* Vide history thereof, in first volume.

Society, and one of the earliest members of the Illinois State Medical Society. He was one of the founders of the Chicago Academy of Sciences; and to him has been awarded the honor of originating the American Medical Association in 1846-47, of which he was president during the years 1864-65, and in which he still holds the position of an active and influential member, being editor-in-chief of the Journal of the Association. He was a member of the board



M. S. Davis

of Reform School commissioners, and one of the earliest members of the board of trustees of the Northwestern University. Dr. Davis was one of the first faculty of the Chicago Medical College, and was subsequently president of the board of trustees and president of the faculty, which latter office he still fills. He has also been a prominent editor of, and contributor to, medical literature. He has been a member of the Methodist Church since he was sixteen years of age, and has always been a large and frequent contributor to many public and private charities. Perhaps, however, the doctor's prominent characteristic, and the one that has made him so potential a factor for good, has been his persistent, arduous and uncompromising advocacy of temperance and his constant assaults upon the evils of strong drink. The beneficial effect that this has had upon his thousands of listeners, upon the medical graduate, upon his numerous patients, is simply incalculable, and the detriment that Dr. Davis has been to the progress of evil is impossible of description, for during his long, honored and busy life thousands of persons have had ample cause to thank him for his medical skill, his benevolence, and his Christianity.

JONATHAN ADAMS ALLEN was born in Middlebury, Vt., on January 16, 1825. His maternal ancestors came to America, from England, in the "Mayflower," in 1620, and his paternal ancestors arrived here, from Wales, in 1634, having been driven to that country from England by the exigencies of civil war at a remote date. His ancestry on both sides were, therefore, English. Their descendant, the subject of this sketch, was prepared for college at the early age of nine years, the result of which procedure was to impair his health and upon whose symptoms of asphyctic decline. He was then exiled from study temporarily, and went into the country, where special pains were taken to counteract the ill effects of premature mental application. In winter he was allowed to pursue light study, and the method being pursued until he was sixteen he became possessed of a robust physique, that has stood him in good stead during the perils of the coming duties of his profession. In 1845, he graduated with the degree of B.A., and during December, 1846, with the degree of M.D. January 1, 1847, Dr. Allen married Miss

Mary Marsh, of Kalamazoo, Mich., and the succeeding day visited his first patient. Since this primal patient, the recital of Dr. Allen's life would be a narration of the achievement of the highest honors in his profession—of a life of unwearied application, of indomitable perseverance and of persistent instruction. He has occupied numerous chairs, and, as a result of his extended studies and varied investigations, the students of Rush Medical College esteem him the "versatile uncle," as he has been familiarly called by the students and alumni of the college for many years, and one whose didactic discourse always sticks in their memory, such is his happy faculty of imparting instruction. Every study that Dr. Allen has undertaken he has beautified its theses by his eloquence and literary talent; in every phase of existence wherein he has lived, he has been honored and esteemed as few men are. President of Rush Medical College, grand master of the Masons of Michigan, grand commander of Knights Templar, honorary member of the 33° Scottish Rite, Northern Jurisdiction, the chosen orator on occasions of celebration, successful editor and correspondent, his works live with him, and after him will endure. Dr. Allen removed to Chicago in 1859, and since that time has resided in the city. Dr. Allen was also surgeon of the Chicago, Burlington & Quincy Railroad for twenty-four years, and he has, from his observant travels, obtained a fund of information and knowledge excelled by but few people. Not alone did Dr. Allen make the tour of Europe, but he also visited Egypt and Morocco. His daily journals of his journeys—a few excerpts from which have been published—would make several large octavo volumes.

WILLIAM B. HERRICK was born on September 20, 1813, at Durham, Maine, and obtained his early education in the vicinity of his home, but supplemented his scholastic tuition by persistent study and a judicious course of reading. When he was sixteen years old he commenced teaching school, at intervals attending the Gorham Academy, Maine. While there, he determined upon becoming a physician, in pursuance of which intention he attended medical lectures at Bowdoin and Dartmouth Colleges, and graduated from Dartmouth as M.D. on November 16, 1836. In 1837, Dr. Herrick settled in Louisville, Ky., and was appointed assistant demonstrator of anatomy in the Louisville Medical College. He only remained in that city two years, and, in 1839, removed to Hillsborough, Illinois, where, in 1840, he married Martha J. Seward, daughter of John B. Seward, who was one of the pioneers of this State. He remained in Hillsborough until 1844, when he came to Chicago, and was made professor of anatomy in Rush Medical College. At the outbreak of the Mexican War he received the appointment of assistant surgeon of the 1st Illinois Volunteers, and therein performed the duties of surgeon of the regiment. He participated in the movements and engagements of his regiment, and was with them in the battle of Buena Vista, and afterward was in charge of the hospital at Saltillo, Mexico, until the sickness caused by the exposure and fatigues of the campaign necessitated his resignation on May 24, 1847. He then returned North, and entered on a private practice in this city, which he maintained until 1857, also occupying a chair of anatomy in Rush Medical College. He, likewise, was one of the originators of the Chicago Medical Society and the Illinois State Medical Society, and was always prominently identified with all that was either beneficial for the medical fraternity or the public health. In 1857, he was compelled to relinquish his practice, and seek, by climatic change, the restoration of his health. But the rigors of campaign life had been too potent for his constitution, which, however, did not succumb entirely until 1865. On the last day of that year, at his home in Maine, the spirit of Dr. William B. Herrick passed from this earth, and the New Year dawned for him in the undiscovered hereafter. He was a prominent and influential Mason, a past master of Oriental Lodge, a member of Apollo Commandery, and a past grand master of the Grand Lodge of Masons of the State of Illinois.

JAMES HENRY ETHERIDGE, a prominent physician of Chicago, and a member of the faculty of Rush Medical College, was born in St. Johnsville, Montgomery Co., N. Y., March 20, 1841. His father, Dr. Francis B. Etheridge, was born in the same place, and was the son of a soldier of our Revolutionary War. The mother of the subject of this sketch was Fanny Easton, of Connecticut. Dr. F. B. Etheridge was a practising physician and surgeon for forty-seven years. During the Civil War he served in the field as surgeon of one of the Minnesota Volunteer regiments. He died at Hastings, Minnesota, in 1871. His son, Dr. James H. Etheridge, received his early education in New York State. On the outbreak of War he was prepared to enter the junior year at Harvard College, but the absence of his father at the front disarranged these plans, and he decided to devote his attention to medicine. He read four years with his father, and attended three full courses at Rush Medical College, in Chicago, where he was graduated in March, 1869, receiving his degree of M.D. He at once began practice in Evanston, where he remained about two years. At the end of that time he made the tour of Europe, walking the hospi-



Mr N Bayford

itals of some of the largest cities. On returning to America, Dr. Etheridge settled in Chicago, on July 31, 1871, and on the same date was elected to the chair of therapeutics, materia medica and medical jurisprudence, in Rush Medical College, which position he still holds. He is one of the gynecologists to the Central Free Dispensary; was one of the staff of the Woman's Hospital of the State of Illinois; and was at one time also connected with St. Joseph's Hospital. He is an occasional contributor to the medical journals, and is a member of the Chicago Medical Society, of the Illinois State Medical Society, and of the American Medical Association. He was married, June 22, 1870, to Miss Harriet Elizabeth Powers, of Evanston. They have two daughters.

MOSES GUNN was born on April 20, 1822, the son of Linus and Esther (Bronson) Gunn, in East Bloomfield, Ontario Co., N. Y. The ancestry of Dr. Gunn, in America, descends from the Gunn clan in the north of Scotland. After the subject of this sketch had received his preliminary education at the common schools at home, and taken a classical education at the academy, he determined upon pursuing the medical profession, and entered the Geneva Medical College, from whence he graduated in 1846. Immediately after receiving his diploma as Doctor of Medicine, he started for the West, carrying with him, in a neat trunk, the body of a huge African, whereon his surgical skill could be exercised at a favorable opportunity; which caused oburgation on the part of the stage drivers. There were no "baggage-smashers" upon the doctor's route, otherwise an unpleasant contretemps might have occurred. He arrived at Ann Arbor, Mich., in February, 1846, and—at the same time that he commenced practice—inaugurated the first systematic course of anatomical lectures ever given in Michigan. He had a class of twenty-five or thirty students, and it is presumable that at the first lecture the African was resurrected from his xylophagus, and scientifically dissected. Upon the organization of the Medical Department of the University of Michigan, Dr. Gunn was elected professor of surgery, by a most flattering majority over his competitor. But for once the Latin adage of *Palmanus qui meruit ferat* was carried out. He occupied the chair for seventeen years, and notwithstanding his engrossing duties engendered by his private practice and his professorship, as an avocation he studied German, in which language he attained great proficiency. In 1848, Dr. Gunn married Jane Augusta Terry, the only daughter of J. M. Terry, M.D. In 1853, he removed to Detroit, and, in 1856, received the degree of M.A. from Geneva College, and, in 1877, that of LL.D. from the University of Chicago. On September 1, 1861, Dr. Gunn entered the army, that he might gain a practical knowledge of military surgery, and was with General McClellan's army in the Peninsula campaign of 1862, wherein he rendered efficient medical service. In the spring of 1867, he moved to Chicago, and accepted a position in the faculty of Rush Medical College, as successor to Dr. Brainard, since which time the medical reputation of Dr. Gunn has become identified with the *élite* of the profession. In appearance, Dr. Gunn is distinguished and military; his speech is quick, decisive, and always germane to the subject, and herein lies his secret as a successful professor of surgery. His lectures were invariably lucid expositions of the subject; while with the scalpel he illustrated his disquisition. His touch is velvet, his nerves steel; and being gifted with a profound memory and exquisite perception and attention to minutiae, it is no marvel that he is a skillful and successful surgeon.

ABRAHAM REEVES JACKSON, A.M., M.D., is a native of the State of Pennsylvania, being born in Philadelphia June 17, 1827. His parents, Washington and Deborah (Lee) Jackson, gave their son a good public school and high school education, after which it was designed to make a civil engineer of him. He, in fact, did study engineering for about a year, but becoming convinced that he had not found his true vocation, commenced the study of medicine in the Medical Department of Pennsylvania College, graduating therefrom in 1848. Soon afterward he commenced the practice of his profession in Stroudsburg, Penn., and continued there for twenty-two years, acting during the War as contract surgeon in the volunteer service, and as Assistant Medical Director of the Army of Virginia. Removing to Chicago in May, 1870, he set about the accomplishment of an object which he had long had in view, viz., the establishment of a hospital for women exclusively. In September, 1871, through his earnest labors and his high professional standing, he secured the incorporation of "The Woman's Hospital of the State of Illinois," and was appointed its surgeon-in-chief. It is unnecessary, at this day, to call attention to the beneficial results which have followed in the wake of this noble enterprise. In 1872, he was appointed lecturer on gynecology in Rush Medical College, and held that position until 1876, when he resigned it to attend to the increasing demands of his large private practice. Although Dr. Jackson has been remarkably successful within the confines of his profession, he has obtained a high standing in broader fields. He is a fine writer, having edited the Chicago Medical Register for many years, and contributed all his life, more or less, to the treasures of general literature. Through the

unrivalled humor of Mark Twain, he himself has become a world-wide celebrity; since it is no secret that genial Dr. Jackson is the prototype of "my friend, the doctor," in "Innocents Abroad." Dr. Jackson is also associate editor of the Independent Practitioner of New York and the Western Medical Reporter of Chicago, and is considered one of the best authorities in all questions relating to medical jurisprudence. In addition to performing all these duties which devolve upon him, he is president of the College of Physicians and Surgeons and professor of gynecology in that institution, a position which he has held for the past four years.

DANIEL ROBERTS BROWER, one of Chicago's well-known physicians, is a Pennsylvanian by birth, having been born, in 1839, in Philadelphia, or rather in a suburb then known as Manayunk, now a part of Philadelphia proper. In early youth he attended the schools of his native city, as well as those of Norristown, Penn., and, in 1860, at the age of twenty-one, he was graduated at the Polytechnic College of Philadelphia. He at once went to Washington, D. C., where, until 1864 (when he was graduated with the degree of M.D.) he was a student in the Medical Department of Georgetown College. He was at once appointed to the army as Assistant Surgeon U. S. Volunteers, and served in general hospital service in and about Fort Monroe and Norfolk and, after the close of the War, also in Richmond, Va., until the summer of 1866, when he was mustered out of the military service. He was then engaged as the surgeon in charge of Howard's Grove Hospital, an institution under the supervision of the Freedmen's Bureau, where he remained until 1868. At this time he received information that he had been elected superintendent of the Eastern Lunatic Asylum of Virginia, at Williamsburg. This he accepted, occupying the position until the fall of 1875, when he resigned. In the following February he came to Chicago; and here has been his home ever since, where he is and has been engaged in the practice of his profession, making a specialty of diseases of the nervous system. Dr. Brower is professor of diseases of the nervous system in the Woman's Medical College of Chicago, and lecturer on the practice of medicine in the spring course of the Rush Medical College. He is also physician to diseases of the nervous system at St. Joseph's Hospital, and consulting physician at the Woman's Hospital. He is a member of the Chicago Medical Society, of the Chicago Pathological Society, of the Illinois State Medical Society, and of the American Medical Association. For four years—1881-85—Dr. Brower was one of the editors of the Chicago Medical Journal. He was married, May 15, 1868, to Miss Eliza Ann Shearer, of Pennsylvania. They have two children, Eunice Ann and Daniel Roberts, Jr.

HORATIO NELSON HURLBUT, M.D., the oldest physician of continuous practice in Chicago, was born in Batavia, Genesee Co., N. Y., on November 9, 1806. In February, 1818, he left his home and commenced the battle of life. In his twentieth year, being taken with a severe attack of cholera morbus, he was given some two grains of tartar emetic, which induced acute inflammation of the stomach from which he suffered many years. This circumstance induced him to look into the mysteries of medicine. In March, 1831, he removed to Springtown, Crawford Co., Penn., where he remained two years, after which he returned to Ashtabula County, and bought his brother's practice. Finally he was enabled to attend lectures at the Willoughby Medical College, afterward the Starling Medical College of Columbus. In 1851, Dr. Hurlbut came to Chicago, and opened an office with Henry W. Clark, on Randolph Street, in what was then known as Warner's Hall. He at once commenced a course of study in Rush Medical College and the next year received his degree. Dr. Hurlbut joined the Masonic fraternity in 1854, receiving his degree in Wabansia Lodge, No. 160. He is now a life-member of Home Lodge, Chicago Chapter, Chicago Council, Apollo Commandery and of Oriental Consistory; he took the 32° on April 22, 1864, and the honorary 33° on June 22, 1871. Dr. Hurlbut was the first S.W. and the second W.M. of Dearborn Lodge and the first W.M. of Home Lodge, and was also G.H.P. for the last twenty years, his last term ending in December, 1884. He served for twenty years as G.H.P. of the Council of Princes of Jerusalem, and is an honorary member of Chevalier Bayard Commandery. His son, Dr. V. L. Hurlbut, is well known as a physician of large practice and high standing; and his daughter is the wife of Major Edward P. Tobey. The latter took his last course of lectures at Rush Medical College, and graduated in the spring of 1852, having attended two courses at Cleveland Medical College.

JOHN S. CLARK, M.D., is one of the oldest members of the medical fraternity in Chicago. He was born at Clarksville, a place which derived its name from his father, Jehiel Clark, near Auburn, in Cayuga County, N. Y., November 10, 1821. His mother was Nancy Casey, a daughter of Hon. George Casey, of Auburn, N. Y. At the close of his studies at the village schools he went to Canandaigua, N. Y., where for two years he pursued a course of studies in the academy at that place. He then attended Taylor's preparatory school at Geneva, where he remained until he com-

mened the study of his profession under the preceptorship of Dr. Gardner Wells, of Waterloo, Seneca Co., N. Y., where he remained one year. He then returned to Geneva, and entered the Geneva Medical College, in addition to which, during the intervals that occurred between the regular college terms, he was installed in the office of Professor Thomas Spencer, one of the faculty of the college. After a thorough course of study, he graduated from that institution in 1843. Immediately following his graduation, he went to Waterloo, N. Y., and there, on the 15th of February, 1843, was united in marriage to Miss Frances Wheeler, daughter of Rev. Eli Wheeler, of St. Paul's Episcopal Church. In company with his young wife, he went to Seneca Falls, N. Y., and entered upon his his maiden experience as a physician. After a residence at Seneca Falls of thirteen years, he came to Chicago in the summer of 1856, and began the practice of his profession. In 1858, he erected a home on Wells Street. The fire of 1871 swept away the old homestead, and destroyed a valuable collection of works of art, books and music. As soon as circumstances would permit he began and completed the erection of a home at his present location, on LaSalle Avenue, and moved there from his temporary residence in the West Division. He is a great lover of books, and pictures; at the present time he has a large and valuable collection of both. February 20, 1863, he was married for the second time, in this city, to Miss Fanny Campbell, daughter of the late William Campbell, barrister, of Chicago. He is the father of fourteen children, six of whom were by his first wife, who died in December, 1854. In 1865, he received an honorary degree of Doctor of Medicine from Rush Medical College. Dr. Clark, though in his sixty-fourth year, is in possession of mental faculties that are still vigorous.

SAMUEL R. HAVEN, M.D., was born on January 29, 1827, in Sheridan, Chautauqua Co., N. Y. His parents were Samuel and Hepsibah M. (Denny) Haven, and removed west to Joliet, Ill., in the fall of 1834, the first sight of Chicago obtained by Samuel R. being on October 4 of that year. He was matriculated at Rush Medical College in the spring of 1847, being a pupil of J. V. Z. Blancy, professor of chemistry in that institution. Graduating in 1850, he was seized with the gold fever, and spent nearly two years in Upper California, digging the precious metal and practicing his profession. For a young man he prospered quite remarkably, and managed to take into his coffers much of the loose money which then flowed so freely; viz., for a modest prescription, \$15 or \$20, and for treatment of a felon, to which the miners were greatly subject, \$20 or \$25. Returning to Chicago about the middle of 1853, he formed a partnership with Dr. J. W. Freer, and remained with him for a number of years. Dr. Haven joined the army April 21, 1861, first reporting to Colonel R. K. Swift for duty, and going to Cairo, where he remained six months. He then passed a creditable examination before the medical board at Washington, and joined the Army of the Potomac as brigade surgeon. At first he was attached to General W. F. Smith's brigade and was afterward ordered to General Grant at Memphis, remaining with him during the preliminary steps attending the siege of Vicksburg. Of late years, Dr. Haven has retired from active practice, and is now living upon the fruits of his former work. He was married in 1854, to Jane Stowell, daughter of E. C. Stowell, deceased, formerly well known among the business men and real estate dealers of Chicago. In the early days, Mr. Stowell was manager of Frink & Walker's express and later a lumber merchant and an extensive real estate dealer.

PHILLIP H. MATTHEI, M.D., was born in Rodenberg, Hesse-Cassel, formerly Prussia, on October 20, 1833. His father, Henry, was a man of influence, being for many years burgo-master of that town, and his mother, Sophia Bornemann. Young Matthei received his early education at his native town and in Wunstorf, capital of Hanover. At the latter place, in 1853, he graduated in pharmacy and chemistry, having passed a very creditable examination before the board. For several years he was engaged in the drug business. He then took a regular course of medicine at the Rush Medical College, from which he received his degree in 1861. Dr. Matthei at once entered into regular practice, but returned to Europe in 1871, and received a second degree from the University of Göttingen in 1872. During his two years absence abroad, he studied in the hospitals of Göttingen and of Berlin, returning to Chicago in 1875, and since then has devoted himself exclusively to the general practice of his profession, having made an enviable and established reputation. Dr. Matthei is a member of the city and State medical societies, and is widely known in social and musical circles, having held honorable positions in the Germania society, and being closely identified with the Concordia. He was married to Miss Johanna Matthei, of Radeberg, whose father held the responsible position as physician of the district of Radeberg, on March 5, 1857. The son, Alexander, is a practicing physician of advancing reputation. The other children are Ida and Walter.

CALVIN M. FITCH, M.D., was born January 3, 1829, in Shelton, Vt., being a son of Rev. John A. Fitch, an Episcopal clergy-

man who labored at that place for many years. His mother's maiden name was Lucia M. May. His great-grandfather was a noted character in the Revolutionary War, being in command of the Connecticut Cavalry. Col. James Fitch, his great-grandfather on his father's side, was greatly interested in the educational institutions of his day and contributed the glass and nails that went into the original building of Yale College. Dr. Fitch's great uncle was the first president of Williams College, while both his father's and his mother's sides show a long array of physicians and professional men. He received his preliminary education in his native town, and pursued a classical course at the Vermont State University, Burlington, Vt., from which he received the degree of A.M. in 1852. He received his medical education in the University of New York, from which he graduated in March, 1852, with the degree of M.D. He practiced with an uncle, a physician in New York City, for two years after his graduation, and spent one year (1855) abroad, perfecting himself in practice in the hospitals of London and Paris. On his return, in 1856, he settled in Chicago, where he has since been engaged in the successful practice of his profession. He is a member of the Chicago and State medical societies and also of the American Medical Association. Dr. Fitch married, in March, 1860, Susan Ransom Fitch, they have two children, a son and a daughter. The son, Walter M., recently graduated from Rush Medical College, and is now associated with his father.

EDMUND ANDREWS, one of the oldest and leading surgeons of Chicago, was born in Putney, Vt., on April 22, 1824. His father, Rev. Elisha D. Andrews, was a clergyman of many years' standing in the Congregational denomination. At the age of five years, his parents removed to a locality near Rochester, N. Y., in which city he received his academic education. They subsequently settled in Ann Arbor, Mich., where young Andrews pursued the literary and medical courses in the State University. He graduated in 1849, and in 1852 received the several degrees of A.B., A.M., and M.D. After graduating from the medical department, he became demonstrator of human anatomy therein, and later, was appointed professor of comparative anatomy. In 1856, Dr. Andrews removed to Chicago and opened an office with Dr. Nathan S. Davis, at No. 65 Lake Street. In this city he has continued in the successful practice of his profession, holding many positions of honor and trust within the pale of his calling. One year of this period he spent in the service of his country as surgeon of the Chicago Medical College from its foundation to its present time, and is at present surgeon in the Mercy Hospital and consulting surgeon of the Michael Reese Hospital. His high standing has also been recognized by his election to the presidency of the Chicago Medical Society, the Illinois State Medical Society, and the Chicago Academy of Sciences. As will be seen by reference to the first volume of this History, Dr. Andrews is the authority cited on the geology of this district. Dr. Andrews is also a member of the American Medical Association, and has a reputation for skill in his profession which extends far beyond the limits of this State. Two of his sons—E. Wyllis and Frank T.—are already following in the footsteps of their father. The former is at present in Europe, perfecting himself in his studies and practice, and the latter is actively engaged in his calling here.

VALENTINE A. BOYER, M.D., has been a resident of Chicago for fifty years. He was born in Reading, Berks County, Penn., January 23, 1814, the son of John K. and Elizabeth (Aurand) Boyer. His father was a merchant. He commenced his collegiate education at Canville, Columbia (now Montour) County, and afterward attended Milton College, fourteen miles from that place. Previous to coming to Chicago, in 1833, he had attended a course of medical lectures in the University of Pennsylvania. He arrived in this city with his family on the 26th of May, but afterward returned to Philadelphia, to continue his medical studies in the University of Pennsylvania, from which he graduated in 1836, with his diploma of M.D. He at once commenced practice in this city, but as his father was a large contractor on the Illinois & Michigan Canal, the doctor was induced to enter into partnership with Medore Beaubien and Dr. Joseph Walker, who took a few sections. In 1846, when Chicago was made a port of entry and William B. Snowhook was appointed collector, Dr. Boyer became the first deputy collector, surveyor and inspector. He was also appointed by Governor Ford, about that time, assistant surgeon of the Illinois Militia, continuing the practice of his profession with Dr. Edmund S. Kimberly. From 1844 to 1852 he was a justice of the peace, served for a time as deputy U. S. Marshal, and also subsequently acted as clerk of the probate business, under L. P. Hilliard. In 1853, Dr. Boyer was in the drug business, and continued in the business up to 1857, and during the latter part of the year 1853 finished the contract on the Illinois Central road. During the early days he invested quite extensively in real estate, purchasing property at the corner of Adams and Dearborn streets, upon which he erected a brick building. Dr. Boyer is a member of the Philadelphia Medical Society. He is connected with LaFayette Chapter (R. A. M.), Chicago, and was a member of the lodge by that name, the first organized in

Chicago. He is a charter member of Germania Lodge, A. F. & A. M., and of Robert Blum Lodge, I. O. O. F. He was married October 30, 1847, in Milwaukee, to Mary C. Specht.

LEVI D. BOONE was born December 8, 1808, near Lexington, Ky., and is a nephew of the noted Daniel Boone. His father received his death wound at Horse Shoe Bend. Thus, at ten years of age, the



L. D. Boone

son was not only obliged to earn his own living, but to assist in supporting his widowed mother. In spite of that force of circumstances, which would have discouraged most young men, he determined to be a physician, and his resolve was accompanied with such persistent efforts, that, when twenty-one years of age, he graduated from Transylvania University, with the degree of M.D. In 1829, he left Kentucky, and removed to Edwardsville, Ill., where he entered the office of Dr. Benjamin F. Edwards, remaining with him for about one year, after which, at Hillsboro', he entered upon the practice of his profession. He had but fairly established himself, when the Black Hawk war broke out, and Dr. Boone was the first man in this county to enlist, serving as captain of a cavalry company, and also as regimental surgeon, during the entire war. In March, 1833, Dr. Boone married Louisa M. Smith, daughter of Judge Theophilus W. Smith, who held a position upon the bench of the State Supreme Court. They had eleven children, six of whom are now living: Daniel L. and Samuel S. Boone; Clara B., now the wife William Hansborough; Louisa M., now Mrs. Claude J. Adams; Lucy A., who married the lamented George B. Carpenter; and Mrs. Jabez H. C. Gross, formerly Mary J. Boone. Dr. Boone continued to practice his profession for many years, but, like many energetic and public-spirited citizens of Chicago, became interested in the Illinois & Michigan Canal, which Judge Breese and Judge Smith (Dr. Boone's father-in-law), did so much to make a public improvement as opposed to a mere private enterprise. Dr. Boone's immediate interests consisted in the assumption of a contract for the construction of a section of the canal, Henry G. Hubbard, Dr. John T. Temple, John M. Van Osdel, and others being associated with him. The canal lands taken up by the doctor became afterward very valuable, and formed the basis of the property, which, through his exertions and those of his sons, came to the family. In the spring of 1855, Dr. Boone was elected mayor of the city by the American party, relinquishing his share of a large and lucrative practice to his partner, Dr. B. McVickar. One of his first acts, after inauguration, was the appointment of his Democratic opponent, Isaac L. Milliken, to the office of chief of police, demonstrating how well these two, opposed politically, fra-

ternized socially. Before his selection by the Know-Nothing party, Dr. Boone had always been an old-line Whig. It is quite generally remembered, that during the year 1862, although a loyal citizen of the most unequivocal type, he was arrested and incarcerated in Camp Douglas for assisting a prisoner of war to escape, by furnishing him with money with which to bribe the sentinel. Not only was it proved that the money had been sent to the rebel by his mother in the South, to relieve his wants, as was often done, but that, although a member of the distributing committee, the doctor was absent in Boston at the time the money was paid to the Southern gentleman. Four years after Dr. Boone's arrest, Colonel Joseph H. Tucker, commanding Camp Douglas in 1862, stated that nothing was developed which in any way could implicate the doctor, and that he never doubted his true and sincere loyalty to the country throughout the entire period of its greatest crisis. An incident, illustrating his confidence in the enduring qualities of the country and the perpetuity of the Union, was his sale, to Potter Palmer, of the ground where the store of Gossage & Co. now stands, on State Street, near Washington. Bonds of the Government had been issued, and there seemed to be a question at that time, even among the most loyal, as to what finality the War would bring forth. Silas B. Cobb was approached, in the interest of the doctor, to purchase the corner lot, as there was a good prospect of the latter delivering the whole, if he acquired Cobb's interest. But Mr. Cobb's interest in the country's stability and the city's future was as great as Dr. Boone's, so the former refused to sell, but offered to buy, thus giving him what Mr. Palmer sought to acquire by purchase of Dr. Boone. Mr. Palmer had a barrel of bonds, which he did not consider of great value, and finally purchased Dr. Boone's interest for \$100,000, the sale netting the latter \$97,500. This transaction inaugurated a series of purchases on the part of Potter Palmer, which has so signally improved State Street, and transferred the retail trade from Lake Street to that thoroughfare. During his lifetime, Dr. Boone was connected with several important financial institutions, being secretary of the Chicago Marine and Fire Insurance Company in 1837, president of the Merchants' and Mechanics' Bank, in 1852, and trustee of the Union Mutual Life Insurance Company of Maine, from 1857 to 1877. With whatever enterprise he was connected, he enjoyed the confidence of his fellows. But although a successful business man, he did not attain his position as a result of parsimony. He was generous, not only to his friends, but sustained the causes of education and religion with a broad-minded spirit. It is not generally known that his donation to these and charitable objects amounted to about \$200,000. To the society of which he was a member, and now known as the Immanuel Baptist Church, he gave \$100,000 alone. From its inception, he was also identified with the University of Chicago, donating liberal sums for its encouragement and support. Dr. Boone's death occurred January 24, 1882, and his demise was looked upon as a public loss.

THOMAS DAVIS FITCH was born at Troy, Bradford Co., Penn., on July 14, 1829, the son of Lewis Haines and Polly Maria (Root) Fitch. In 1846, his parents removed to LaFayette, Stark Co., Ill., and there young Fitch engaged in teaching school (he having previously received a common school and academical education at his native place) and continued as pedagogue until 1847. He then pursued a course of study at Knox College, Galesburg, in this State, and also entered upon the study of medicine under the personal direction of his uncle, Charles Badger, M.D., of Mishawaka, Ind. He also, during his medical studies, attended the regular course of lectures at Rush Medical College of 1850-51, and also received private lectures from the celebrated physicians, A. B. Palmer and Nathan Smith Davis. In the fall of 1851, he commenced practicing at Wethersfield, Henry Co., Ill., and continued therein until the fall of 1853, when he resumed his studies at Rush Medical College, and graduated in February, 1854. He then was elected delegate from the Stark County Medical Association to the American Medical Association (of this Association he is still a member. He also, about this time, joined the Illinois State Medical Society. In the fall of 1854, he removed to Kewanee, Henry Co., Ill., and was one of the inceptors of the Henry County Medical Society, and subsequently its president. At the outbreak of the War, in 1861, he received a commission as major and surgeon of the 42d Illinois Infantry Volunteers, and remained in the service until May, 1863, when he resigned on account of serious illness in his family and his own ill health. On May 1, 1864, he located at Chicago, since which time he has become one of the most prominent members of the profession in the city. He was elected county physician in 1865, and at the close of his term of office, in 1867, was appointed attending surgeon at the County Hospital. In 1870, he was placed in charge of the department of obstetrics and diseases of women and children, and retained charge thereof for some thirteen years; he was also secretary and president of the medical board of the hospital. He was one of the inaugurators of the Woman's Medical College, and one of its first faculty, filling the chair of gynecology until 1880, when, on account of a stroke of

paralysis, he was made professor of clinical gynecology, and in 1853, on account of continued disability, he was made emeritus professor of gynecology. In 1880, he was made clinical adjunct to the chair of gynecology in Rush Medical College, which he filled for only one year in consequence of his serious illness. He is a member and ex-president of the Illinois State Medical Society, in which he filled the office of permanent secretary for ten years. He is ex-president and secretary and an honored member of the Chicago Medical Society, and has been since 1865. He has been attending or consulting physician to the Washingtonian Home for the past twenty years. He is a member and past master of Cleveland Lodge, No. 211, A. F. & A. M.; member of Washington Chapter, No. 43, R. A. M.; Siloam Council, R. & S. M.; Chicago Commandery, No. 19, K. T.; and past prelate of same; also member of Oriental Consistory, 32°. He is also a prominent Odd Fellow, being P. G. and P. I. F. He was married on April 6, 1852, to Miss Harriet Winslow Skinner, of LaPorte, Ind.

GERHARD CHRISTIAN PAOLI was born in Drontheim, Norway, on June 23, 1815, the son of Pascal and Boletia Lelue Paoli. His early youth was not replete with educational facilities, and it was not until he was fourteen years of age that he was enabled to obtain the preliminaries to a liberal course of study, and these were acquired in a chemical laboratory, where he worked for three years. He then went to Christiania, the capital of Norway, and entered upon a university course, paying for the same by money he earned during the intervals of class-hours; at the close of the course determining on adopting the medical profession. After six years of theoretical study and practical application thereof in hospital practice, he removed to Stockholm, Sweden, and entered upon the practice of his profession, remaining there for four years, and then, in 1846, he came to America. He traveled over a large portion of the country, and then established himself at Springfield, Ohio. In 1853, he came to Chicago and went into the business of distillation of pure spirits, with the renowned chemist, Dr. James Van Zandt Blaney; and it may be remarked that association with Dr. Blaney is a high eulogium of Dr. Paoli's ability and proficiency. This distillation was conducted on a method of his own discovery, and which received a premium at the World's Fair, in 1853, and at the United States Fair, in Chicago, in 1856. Dr. Paoli commenced his private practice in this city, on his arrival, wherein he has been very successful. He was also city physician during the mayoralty of Hon. John Wentworth and John Haines; was appointed United States examining surgeon for pensions; and received an honorary degree from Rush Medical College in 1866. He is also a correspondent of several medical journals in this country. He is intimately connected with the various medical societies, and has been twice president and vice-president of the Chicago Medical Society. He was also one of the first professors of the Woman's Medical College, and has always been identified with liberality of thought, speech and action, and is in himself a splendid exemplar of the tenets he advocates. Large-hearted, benevolent, gentle as a woman, although occasionally stern of speech and sententious, Dr. Paoli is beloved by his patients and friends and admired by those few persons who are opposed to him in belief or dogma. He was married in England, in 1842, his first wife dying there. They had one child, Charles, who is now in the U. S. Postal Service. In 1881, he was married to Mrs. Sarah Magnusson, formerly Miss Corning, a lady of recognized literary ability and social charms.

JOSEPH F. HENROTIN was one of the old practitioners residing on the North Side, where he arrived in 1848. He was familiarly known in that section as the "old French doctor," and particularly distinguished himself during the cholera seasons, when he staid at his post day and night to fight the fatal scourge. From 1857 to the time of his death, in 1876, he was Belgian consul in Chicago, and his oldest son, Charles Henrotin, now occupies the same position. Six feet tall, with a massive head that bespoke his intelligence, he presented a most imposing appearance, that to this day is remembered by all residents of the North Side.

FERNAND HENROTIN, son of Dr. J. F. Henrotin, was born in Brussels, Belgium, on September 28, 1847, coming to this country when he was but ten years old. He received his education in the United States and graduated at Rush Medical College in the class of 1867-68, at once commencing his medical practice. In 1870-71, he was prosecutor of anatomy to his Alma Mater, and in 1877-78 was appointed county physician. Dr. Henrotin is surgeon to the Alexian Brothers' Hospital, is on the medical staff of the Cook County Hospital, and is surgeon to the police and fire departments. These various appointments manifest the esteem in which the doctor's skill is held by the public. Dr. Henrotin was married, April 24, 1873, to Miss Emily B. Prussing.

SAMUEL J. JONES, M.D., LL.D., was born at Bainbridge, Lancaster Co., Penn., March 22, 1836. His father, Dr. Robert H. Jones, was a graduate of the University of Pennsylvania, Philadelphia; practiced many years with skill and success; and died in 1864. His mother, whose maiden name was Sarah M. Ekkel, came from Lebanon, Penn. In 1853, he entered Dickinson College,

Carlisle, Penn., and graduated from it, with distinguished honors in 1857. He soon commenced the study of medicine, and in 1858 matriculated in the Medical Department of the University of Pennsylvania, taking the degree of M.D. from that institution, in 1860. In the same year he entered the United States Navy as Assistant Surgeon; was attached to the United States Steamer "Minnesota," the flag ship of the Atlantic Squadron, upon which he remained for two years, when he was promoted to the rank of surgeon. He continued in the naval service of the country until 1863, when he resigned. During the same year he was chosen as delegate from the American Medical Association to the European Medical Associations, which held meetings at Oxford, Heidelberg and Dresden, in connection with Dr. Samuel D. Gross and Dr. Goodman of Philadelphia, and Dr. Barker of New York. In 1869, he was elected president of the board of examining surgeons for United States pensions, in this city. In 1870, he was appointed professor of ophthalmology and otology, in the Chicago Medical College, and still holds that chair. He established and conducted, for many years, the eye and ear department of Mercy Hospital and of the South Side Dispensary. He was for several years an attending surgeon in the Illinois Charitable Eye and Ear Infirmary, located in Chicago, and he established and has charge of the eye and ear department of St. Luke's Hospital. He is, also, at present engaged in editorial work, being the responsible editor of the Chicago Medical Journal and Examiner, published by the Medical Press Association. For the past fifteen years, he has confined his practice exclusively to diseases of the eye and of the ear, and his rare skill, both in the medical and surgical treatment of cases, has won him, not only celebrity as an oculist and aurist, but has secured to him an extensive practice. He has closely applied himself to the development of knowledge in his special department of the profession, and is an authority in questions concerning ophthalmology and otology.

JOHN GUERIN, M.D., was born in County Limerick, Ireland, May 28, 1839. He attended school in the town of Tipperary until, at the age of eleven years, he came to America with his father. His father was a farmer, and, like many others of his countrymen, was compelled to leave his native soil and seek a new home in America, on account of the exacting measures of the Irish landlords. The family settled in Malone, Franklin Co., N. Y., and for some time the son, of whom we write, worked on the farm in summer and attended the local school in the winter. After a time he was able to spend a year in study in a good school in Montreal, when he returned home to Malone, passing two years in the Franklin Academy in that town. By this time he had determined ultimately to become a physician, but it was necessary for him to earn the means to accomplish that purpose, so, after leaving Franklin Academy, he taught school for a short time in Moira, Franklin Co., N. Y. After this, in 1858 or 1859, he spent about two years in the State Normal School, at Albany, N. Y., where he was graduated in the winter, of 1860 or 1861, although, during this period, he taught school for one winter in Columbia County, N. Y. After graduation at the State Normal School, Dr. Guerin spent two years in teaching in Fall River, Columbia Co., Wis., and in March, 1863, came to Chicago, where, until February, 1866, he held the position of professor of natural sciences and mathematics in the University of St. Mary's of the Lake. During the time he occupied this chair, he studied at Rush Medical College, where he was graduated in 1866, with the degree of M.D. He then resigned his professorship in the university, and began the practice of medicine in this city which he has continued ever since. Immediately after the fire of 1871, he served as city physician. He has been a member of the medical board of and gynecologist to the Cook County Hospital since 1878, and he is also a member of the Chicago Medical Society. Dr. Guerin was married in Chicago, in January, 1870, to Miss Mary Jackson. They have had eight children—Thomas Edmund, Michael Henry, John Matthew, Mary, Mark Emmet, Matilda, Catherine and Gertrude. Of these, all but John Matthew and Matilda are living.

CHARLES AMBLER BUCHER, who is honorably entitled to the distinction accorded early residents, is the son of George, a soldier during the War of 1812, and Catherine (Estlemon) Bucher, who were among the first white settlers at Painted Post, an Indian settlement situated in Steuben County, N. Y. They were married at that place in 1819. On November 11, 1829, at Canton, Steuben Co., N. Y., Dr. Bucher was born, and these he obtained, during his boyhood, such education as the place afforded. At the age of fifteen, the subject of medicine began to occupy his youthful attention. So deep an impression did the study of the science make upon him, that he determined to devote the future to it. Two years later, at the age of twenty, he placed himself under the supervision of a preceptor, where he remained for two years. In 1850, he went to Geneva, N. Y., and attended a course of lectures in the medical college at that place. Assured that the West would afford a wider field for his advancement as a student, in 1851, he came to Chicago and, securing a position as clerk, continued his studies during his

residence here, which embraced a period of three years. At the expiration of that time, he went to Aurora, Ill., from thence to Bloomington, where he resumed his studies. After remaining there a short time, he went to Batavia, Ill., and, settling there, applied himself vigorously to study. Having fully prepared himself for a college course, he returned to Chicago in 1860, and entered Rush Medical College, from which institution he graduated in 1862. The excitement attendant upon the Rebellion was then at its height. In common with others he enlisted, and was assigned to Company "B," 124th Illinois Infantry Volunteers, acting for a portion of the time as assistant surgeon. After a service of seven months, he was discharged, and commissioned as first assistant-surgeon and assigned to the 72d Illinois Infantry Volunteers, with which command he continued until he was mustered out at Vicksburg, Miss., in 1865. After his discharge, which occurred in Chicago in that year, he returned to Batavia, and began the practice of his profession. In 1879, he selected Chicago as his future and permanent place of residence, since which time he has been engaged in the active practice of his profession here. Dr. Bucher is familiar with the early days of the Garden City, and possesses a fund of interesting information in reference to its history at that time. He is a member of the Pathological Society and the Fox River Valley Medical Society. On September 20, 1854, at Aurora, Ill., he was married to Miss Minerva Simpson of that city.

JOHN B. BELL, M.D., was born in Augusta County, Va., January 12, 1836. His ancestors had resided there since the foundation of the colony by the English settlers, in the seventeenth century. His grandfather, on the paternal side, was a captain in the Revolutionary War, and was distinguished for his bravery during the struggles of the Republic. The parents of the subject of this sketch, John and Sophia (Erwin) Bell, resided in Augusta County, Va., all their lives. Dr. Bell obtained his early education at a plantation school-house at the place of his birth. Having acquired, under the instruction of the district schoolmaster, the rudiments of an English education, he went, in 1852, to Lexington, Va., where he entered an educational institution, known at that time as the Washington College, taking a classical course, which embraced a period of four years. As soon as he had finished his studies, he returned home; shortly after which he became interested in scientific matters, and especially to that branch appertaining to materia medica. Having given the subject considerable attention, in 1857 he placed himself under the instruction of a preceptor, where he remained for one year and a half. Fully qualified to enter upon a college course, he, in the fall of 1858, went to Philadelphia, and became a student in the Jefferson Medical College, graduating in 1861. Returning to Augusta County, he began the practice of his profession, which he followed until 1865, in which year he came to Chicago, since which time he has been engaged in active practice in the city. Dr. Bell is a scholarly gentleman and a physician of extended experience. August 2, 1862, he was married, in Augusta County, Va., to Emma Robinson, who died in this city in 1875. He is the father of two children, boys. Dr. Bell is a member of Covenant Lodge, Corinthian Chapter and St. Bernard Commandery of the Masonic Order.

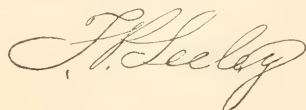
WILLIAM EDWIN CLARKE, son of Thaddeus and Deborah (Baker) Clarke, was born at Lebanon, Conn., February 22, 1810. When he was but a child, his parents moved to Rochester, N. Y. His education, up to the fourteenth year, was acquired under the supervision of his mother, who was a highly cultivated woman. In 1833, he entered the Rochester Academy, at that time under the management of Professor Chester Dewey, where he remained, undergoing a collegiate education until 1840. At the close of his academic career, he settled upon the profession of medicine as his calling in life, and began a course of thorough study in that science, under the able preceptorship of Dr. E. M. Moore, of Rochester, N. Y., which he continued, with but little interruption, for five years. While studying with Dr. Moore, he attended lectures at the Berkshire Medical College, located at Pittsfield, Mass. Following the close of his studies at that institution, he went to Woodstock, Vt., and entered the Vermont Medical College, and, after taking two full courses at that institution, he graduated in 1845. Locating in Rochester, N. Y., he there began the practice of his profession. In 1847, he moved to Coldwater, Mich., where he practiced until 1852, when he came to Chicago. In 1855, circumstances induced him to return to Michigan; settling in Cass County, he practiced his profession until 1861. At the breaking out of the Rebellion, he entered the army as a surgeon in the 4th Michigan Infantry. Several months later, at the request of Colonel H. C. Gilbert, of the 10th Michigan, he was transferred to that regiment. In July, 1863, on account of illness, superinduced by confinement as a prisoner of war, he resigned his commission and went to Washington, D. C., where he became attached to the general hospital, in which position he served until the close of hostilities. In 1865, he returned to Chicago, and re-engaged in practice. Dr. Clarke is familiar with much of the early history of Chicago. He is a member of the Chicago Medical Society, Illinois State Medical Society,

and the National Medical Association. On January 25, 1849, he was married, at Marshall, Mich., to Harriet Hale; she died, at Washington, D. C., June 19, 1854. His second marriage, to Mary L. Reed, occurred in this city, December, 1855. He is the father of two children, both by his second wife. Mr. Clarke is a gentleman of intelligence and education, and a brother of the well-known writer and correspondent, Grace Greenwood.

ABRAM GROESBECK was born on May 24, 1810, at Albany, N. Y., and received his education at Albany Academy, where he became noted for his classical attainments and general proficiency in his studies. At about the age of fifteen, he left school and commenced the study of medicine with Dr. Jonathan Eights, with whom (immediately upon his becoming a licentiate) he was associated in the practice of medicine in his native city. On May 24, 1831, he received his license to practice medicine from the New York State Medical Society, and, upon the establishment of the Albany Medical College, in 1848, the faculty recognized the ability of Dr. Groesbeck by conferring an honorary degree upon him. His talents had received public recognition long ere this, however, as, immediately upon receiving authority to practice, he was appointed physician to the Alms-house at Albany. In April, 1856, he came to Chicago and commenced practicing, which he maintained until the date of his decease, on November 25, 1884. As the doctor remarked, he had always led an active life, and found it impossible to continue in idleness. During the latter years of his life he was afflicted with an optical disease which made it impracticable for him to read, and rendered the ability to distinguish any objects, save the largest, a matter of extreme difficulty. Notwithstanding this great deprivation, he was, like John Milton, cheerful and contented, and universally beloved by everyone who had an opportunity of observing his comprehensive and contented mind, subdue and beautify his physical disability. In 1841, he was married to Miss Mary L. Williams; they have two children: Mrs. Harriet Williams VanBuren, the wife of Augustus VanBuren, one of the leading lawyers of this city, and Fannie Groesbeck.

HENRY TOMBOEKEN was born in the province of Hanover, Germany, on October 4, 1837, and came to the United States, when a child, with his parents, residing for a few years in Philadelphia, coming to Chicago in 1851. Having determined upon pursuing the study of pharmacy, he entered the College of Pharmacy, and was one of the two primary graduates from that institution in 1860. To render him still more proficient in pharmaceutical science, he visited Europe, studying the natural sciences, especially chemistry, at the University of Göttingen, during the years 1861 and 1862. Returning to America, he resolved upon becoming a physician, and entered as a student at Rush Medical College, and graduated therefrom in 1866; subsequent to which he acted as assistant to an older physician for a time, and later visited Europe again, devoting considerable time to clinical study of cases in the hospitals of Berlin and Vienna, under the supervision of some of the ablest exponents of medical and surgical science in the world. This last phase of Dr. Tomboeken's biography depicts the man and the physician—a diffidence to undertake any enterprise without an intimate and thorough knowledge of the matter in hand.

THADDEUS POMEROY SEELEY was born in Canton, N. Y., on May 27, 1831, and received his early education at the village of Evans, N. Y., whither the family moved in 1834. He very early determined upon acquiring a liberal education; and to realize means to achieve this, he sold books and maps and also taught school when but fifteen years of age. In 1848, he matriculated at Madison University, Hamilton, New York, and in 1850, exchanged his course of study to Union College, Schenectady, from whence he graduated in 1852, with high honors. In 1853, he commenced his medical course at Ann Arbor, Mich., and, to provide funds for the continuance of his studies, he procured the position of principal of the academy at Galesburg, Ill., and remained there one year. He studied medicine under the instruction of Professor A. B. Palmer, of this city, and also attended one course of lectures at Rush Medical College. In the spring of 1856, he graduated with the degree of Doctor of Medicine from Michigan University, and settled in Dowagiac, Mich., in the practice of his profession. At



the commencement of the Civil War he became volunteer surgeon of the 16th Michigan Volunteer Infantry, with which regiment he went through General McClellan's campaign in Virginia. He was subsequently appointed as assistant surgeon of U. S. Volunteers, and assigned to duty in the hospitals of Washington and Alexandria, where he remained for one year, and also examined,

as surgeon, the first colored regiment that was admitted into the regular army. At the battle of Gaines Mill he was taken prisoner and sent to Libby prison, where he volunteered his services for the care of sick prisoners. The following extract from a newspaper, of which the editor was a fellow-prisoner with Doctor Seeley, testified to his philanthropy and humanity: "I can safely say that no surgeon did so much work, none labored as many hours, none volunteered more sympathy and kindness, than Dr. T. P. Seeley. He remained at Gaines Mill Hospital until the wounded were removed to Richmond, working night and day there as he did here. He remained with our wounded, at Richmond, four weeks after he might have been liberated, had he chosen to leave his patients to the mercy of tyrants, as other surgeons had done. Such a man should be remembered." In 1863, he was surgeon to an expedition to Arizona, and had a narrow escape from the Apaches while he was choosing the site for the first house erected in Prescott. After the War, Dr. Seeley returned to Chicago and commenced the practice that has resulted so fortunately for himself, and so happily for those who have sought his services. He has successfully performed many difficult surgical operations, including that of ovariectomy. He married, on February 1, 1866, Mary Josephine Bennett, daughter of Hon. Joseph Bennett, of Evans, Erie Co., N. Y. They have two children—Alfred Bennett and Herbert Averill.

CHARLES STORCK, M.D., was born in Tegernau, District of Schopheim, Grand Duchy of Baden, June 9, 1826. His father, Charles F. Storck, was a physician of good standing, his grandfather being also a member of the same profession. Quite early in life, Charles Storck became connected with the Catholic Church, in which his uncle, Hyacinth, was an archdeacon. The youth's education was supervised by this uncle, who placed him in the best schools of Germany. He was particularly interested in the study of chemistry, and after attending the gymnasium, took a full course at the Polytechnic Institute in Karlsruhe. He afterward commenced his military career, serving as a military cadet, and passing through the military school at Karlsruhe, after returning with his regiment from Holstein. Serving with the Revolutionary Army in 1848-49, as captain in the engineer's corps, he took part in the battles of Rastadt and Kuppenheim, also in the Black Forest campaign. The young officer, at length, found himself in Switzerland as a refugee, but, although invited to return to Berlin by Emperor William, he decided to come to America, where no stigma would attach to his name from any source. His younger brother had already located in Buffalo, N. Y., as a physician, and, in 1849, Charles came to this country. After remaining in New York for a short time he removed to Philadelphia, where he obtained a situation as assistant editor of the *Freie Presse*. His next experience was with a farmer, near Reading, Penn. After remaining with him for one season, his father arrived from Germany, and commenced the practice of medicine in Williamsville, Erie Co., N. Y. There the son commenced the study of his profession, and, after acquiring a knowledge of English, attended the medical department of the University of Michigan, which he left in 1854. In 1855, he graduated from the University of Albany, N. Y., from which he received his degree of M.D. Returning to Williamsville, he was married to Mary Koch, the daughter of a merchant of that place and sister of the present sheriff of Erie County, N. Y. For two years, Dr. Storck practiced his profession at Lockport, Niagara Co., N. Y., and during the succeeding two years in Williamsville. During 1859, he removed to Toronto, Canada West, opened an office and also studied in the hospital of that city. Dr. Storck came to Chicago in the fall of 1860, and during the succeeding June joined the 24th (Hecker) Regiment as assistant surgeon. After serving in that capacity ten months, he resigned, and, in February, 1862, was appointed post surgeon at Ironton, Mo. Until in June, 1863, he remained attached to the Army of Southeastern Missouri, when, on account of sickness, he resigned, and, returning to Chicago, continued to practice medicine. During the great fire he resided on the North Side, opposite the Rush Medical College, which institution, with his own dwelling, was swept away by that conflagration. Dr. Storck lost all his worldly possessions except an old horse and the clothes on his back. He started out bravely to repair his misfortune, and, although he received no aid whatever from any outside assistance, he soon was upon his feet again and had regained much of his practice, which he had temporarily lost. After the fire he moved with his family to West Lake Street and resided for some time in the oldest brick house then standing on that thoroughfare. He afterward removed to the North Side, where he now resides. Dr. Storck has two sons, Harvey Storck, of Omaha, Neb., and William Storck.

CHARLES GILBERT DAVIS was born in Clay County, Mo., October 14, 1839. His father is Dr. George W. Davis, who has practiced medicine in that region for many years, and at one time was the owner of the greater part of Clay County. He is in vigorous health; although over seventy years of age, and lives on his farm of one thousand acres in Bates County, Mo. Of late years he has retired from active practice, being only engaged as consulting physician. Charles G. Davis received his early education at the

Western Christian University in Kansas, where he was graduated in the class of 1864. After a time he entered the Eclectic Medical Institute in Cincinnati, where he was graduated, in 1871, with the degree of M.D. Desiring to still further pursue his studies before beginning practice, he went South, and entered the University of Virginia, at Charlottesville, where, in 1873, he again received the degree of M.D. The ensuing year (1874) was spent in quarantine hospital service at St. Louis, Mo., and the year following in general practice in that city and vicinity. While there he availed himself of the opportunity to take the ad eundem degree of Doctor of Medicine, at the Missouri Medical College. In 1876, he removed to Chicago where he has since been in active practice, and is a member of the Chicago Medical Society. Dr. Davis was married, in 1875, to Miss Bella Braden of Lawrence, Kan. They have two children—Charles Braden and George Gilbert.

F. MONTROSE WELLER, for some years a prominent member of the medical profession in Chicago, was the first regular physician to practice in the village of Evanston. His ancestors are from all countries and all climes. On his father's side they originally came from Bavaria and Holland, having united with a branch from Portugal, and the results of this combination, passed over into New England at an early day, resting from their wanderings at Whitehall, N. Y. His mother's ancestors were of Scotch and English stock, with a sprinkle of Irish. Thus it is that Dr. Weller has the blood of many nationalities in his veins. His father, John Weller was a farmer and master-builder, while his mother, Anna Farquharsen, was a native of Otsego, N. Y. Dr. Weller was born April 13, 1825, in Sardinia, Erie Co., N. Y. As he says, "I was born on a hemlock ridge, and rocked in a cradle made of bass-wood slabs." The boy was of a sickly constitution, with white complexion and flaxen hair, and for many years neither his parents nor his friends expected that he would reach maturity. Until he was eleven years of age, he attended the district schools in his neighborhood, and afterward obtained a partial classical education. He taught school for some time, making a specialty of normal instruction, and being at the head of quite a flourishing high school. His leaning was toward theology, but he decided to study medicine, intending, at first, to qualify himself merely as a lecturer on hygiene, and thus acquire the knowledge which would be helpful to him in preserving his precarious health. He commenced his studies at Oxford, Mich., and, taking a course in the medical department of the State University, at Ann Arbor, graduated therefrom in 1854. In the summer of 1855, he removed to Evanston. Dr. Weller at once commenced practice as the pioneer physician of the village, and continued to build up a good career and name for a period of eleven years. He then removed to Chicago, where he remained for seven years, then returning to Evanston, where he practiced for five years. In 1878, he again removed to Chicago, where he has since resided, a portion of the time having been passed as an invalid. At present, however, Dr. Weller is in good health and is building up a comfortable practice, and he expresses the hope to be useful to his fellow-men for many years to come. He was married in December, 1853, at Northville, Wayne Co., Mich., to Maria Antoinette Hippolite, who died at Evanston in 1858. His second wife, now living, is the daughter of the late George M. Huntton, one of the oldest settlers of Chicago. They were married January 1, 1861, and have one child, a boy.

HENRY GEIGER, son of Dominikus and Kunigunda (Burg) Geiger, who were married at Offenburg, in Baden, Germany, was born at Offenburg, November 9, 1836. During nine years of his residence at his birth-place, he attended the high school, acquiring a preparatory education. In 1855, having some time previously evinced a desire to pursue scientific studies, especially that branch appertaining to materia medica, he went to Heidelberg, and entered the medical college at that place, remaining there three years. In 1858, he located at Wurtzburg, where he became a student in the medical college situated there. In the latter part of 1861, he graduated from the medical institution in Heidelberg with honors. A desire for travel, with a view to enlarging upon the knowledge he had thus far obtained, induced him to visit the several medical colleges and hospitals in Vienna and Prague. After a tour of those places, he entered, in 1863, the German military service as surgeon, officiating in that capacity until 1866. A short period of inactivity followed, when, after considerable deliberation, he determined to tempt fortune in the New World. Accordingly, in January, 1867, he sailed for the United States. Fond du Lac, Wis., shortly after his arrival in this country, became his place of residence, where he continued for five months practicing his profession. At the expiration of that time, he came to Chicago and located permanently. In 1869, he was appointed county physician for the North Side. From 1877 to 1879, he acted as physician to the entire county. In 1874, he was a member of the Board of Health. From October, 1882, to January, 1884, Dr. Geiger officiated in the capacity of medical inspector. He is a member of the German Medical Society. On January 10, 1867, at Offenburg, Germany, he married Emma Hissmaier, and has two children.

ALEXANDER HARDY COOKE was born on June 10, 1824, at Mount Pleasant, Canada, receiving his early education at home and the grammar schools of the vicinity. In 1838, he went to New York State, and attended the Lewiston Academy in Niagara County. He graduated as M.D. from the University of the City of New York in 1846, commencing to practice immediately thereafter. He again graduated from the Victoria Medical College and the College of Physicians and Surgeons, of Canada, in 1866, continuing his practice in Canada until 1869, when he came to Chicago. Dr. Cooke married, in 1843, Angelina Augusta Winer of Hamilton, Canada. Their first-born, William Winer Cooke, was first lieutenant and adjutant of the 7th U. S. Cavalry, and brevet lieutenant-colonel U. S. A., and was killed, with the gallant General George A. Custer, at the battle of the Little Big Horn, M. T., on June 25, 1876. Three sons yet live to Dr. and Mrs. Cooke—John Masson Cooke, who resides in England; Alexander Wilson Cooke, who is one of the Chicago city engineers; and Rev. George Brega Cooke, who is an Episcopal clergyman, at Sault Sainte Marie, Algoma, Canada.

CHICAGO MEDICAL COLLEGE.—On March 12, 1859, at the office of Drs. Rutter and Isham, a meeting was held by Drs. David Rutter, Hosmer A. Johnson, Edmund Andrews and Ralph N. Isham, to organize a medical faculty of the Lind University. As a result of this meeting the medical department of Lind University, subsequently known and incorporated as the Chicago Medical College, and the medical department of the Northwestern University, was opened on October 10, 1859, in Lind's block on Market Street, near Randolph, where lecture and anatomical rooms were fitted up and a museum established for this specific purpose. The ceremonies were conducted by Dr. Hosmer A. Johnson, as president of the faculty, and were opened with prayer by Rev. J. Ambrose Wight; the address was delivered by Dr. N. S. Davis. The first term opened on October 11, 1859, and terminated March 5, 1860. The faculty have been as follows:

Professor of obstetrics and diseases of women and children: David Rutter, emeritus, 1859-64; William H. Byford, 1859-71; E. O. F. Roler, associate, 1869-71.

Professor of descriptive anatomy: Titus DeVillie, 1859-60; emeritus, 1860-65; J. H. Hollister, 1860-63; J. S. Jewell, 1863-69; W. H. Boyd, 1869-71. Assistant professors: S. A. McWilliams, 1867-69; Norman Bridge, 1869-71.

Demonstrators of practical anatomy: Horace Wardner, 1859-61; Ernst Schmidt, 1866-63; J. S. Jewell, 1863-66; E. O. F. Roler, 1866-67; J. M. Woodworth, 1867-69; Thomas S. Bond, 1869-71. Assistant, Norman Bridge, 1868-69.

Professor of physiology and histology: Hosmer Allen Johnson, 1859-66; J. M. Woodworth, 1866-67; Daniel T. Nelson, 1867-71.

Professor of principles and practice of medicine and clinical medicine: Nathan Smith Davis, 1859-71.

Professor of diseases of respiratory and circulatory organs: Hosmer A. Johnson, 1868-71.

Professor of principles and practice of surgery and clinical surgery: Edmund Andrews, 1859-71. (Subsequent to 1863, this chair also included military surgery.) Assistant, S. A. McWilliams, 1869-71.

Professor of surgical anatomy and operations of surgery: Ralph N. Isham, 1859-71.

Curator of museum: Julian S. Sherman, 1863-69.

Professor of orthopedic surgery: Julian S. Sherman, 1869-70.

Professor of orthopedic surgery and diseases of the joints: Julian S. Sherman, 1870-71.

Professor of materia medica and therapeutics: J. H. Hollister, 1859-60; A. L. McArthur, 1860-63; J. H. Hollister, 1863-65; Henry Wing, 1865-66; M. O. Heydock, 1866-71.

Professor of general pathology and public hygiene: M. K. Taylor, 1859-63; Henry Wing, 1863-65; Hosmer A. Johnson, 1865-66; emeritus, 1866-67; J. H. Hollister, 1866-69.

Professor of pathology and pathological anatomy: J. H. Hollister, 1869-71.

Professor of medical jurisprudence: H. G. Spafford, Esq., 1859-64; M. O. Heydock, 1864-66; R. J. Patterson, 1866-71.

Professor of hygiene: Thomas Revan, 1868-71.

Professor of inorganic chemistry, organic chemistry and toxicology: F. Mahla, Ph.D., 1859-67; John E. Davies, 1867-68; C. Gilbert Wheeler, 1868-71.

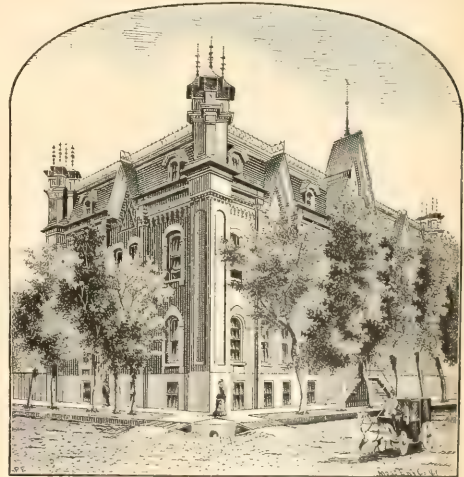
Professor of ophthalmology and otology: Joseph S. Hildreth, 1869-70; Samuel J. Jones, 1870-71.

This college was the first to establish the graded system of instruction, by the institution of junior and senior departments.

The following list gives the number of students and graduates at each session:

SESSIONS.	STUDENTS.	GRADUATES.
1859-60	33	12
1860-61	54	14
1861-62	63	17
1862-63	81	17
1863-64	89	17
1864-65	93	31
1865-66	102	31
1866-67	104	33
1867-68	113	50
1868-69	85	42
1869-70	72	27
1870-71	107	30
1871-72	101	33

In 1864, the name of the institute was changed to that it bears at present, Chicago Medical College; and in the same year the college was removed to a new building, especially erected for the purpose, No. 1015 State Street, two doors south of Twenty-second Street. In 1870, the college again removed to Nos. 54 and 56 Twenty-sixth Street, at the corner of Prairie Avenue, the building being completed September 1, 1870, at a cost of \$25,000, when it also became the medical department of the Northwestern University. It likewise furnishes medical and surgical services at the wards of the hospital of the Sisters of Mercy, called Mercy Hospital, on the corner of Calumet Avenue and Twenty-sixth Street.



CHICAGO MEDICAL COLLEGE.

One prominent innovation in, and improvement upon, precedent methods of education was established by the Chicago Medical College—the graded system heretofore adverted to, and the arrangement made by the faculty, on April 25, 1868, “that three consecutive courses of lectures should be given, with a separate group of studies for each of the three years of pupilage.” These three courses of lectures, which are distinct and successive, constitute a most complete and

comprehensive sequence of study, and Chicago Medical College is the founder of the system.*

One additional item is of historic interest in connection with the college; that at the same time the medical department of Lind University was inaugurated, the Chicago City Dispensary was established in Lind's block, with Drs. Edmund Andrews, William H. Byford and Horace Wardner as physicians and surgeons. During the year 1860, more than three thousand patients were prescribed for and treated, and, upon the removal of the college to its various sites, the Dispensary, with its crowds of attendants, was a faithful follower.

WILLIAM HEATH BYFORD was born March 20, 1817, in Eaton, Ohio, the son of Henry T. and Hannah Byford, and is essentially a self-made man. Left fatherless when only nine years old, he was compelled to relinquish the preliminary studies he was pursuing at a district school, and work to help support his widowed mother. In 1831, he was apprenticed to a tailor in Palestine, Ill., with whom he staid two years, and then engaged with another tailor at Vincennes, Ind. In this position, he not only worked at his trade, but also, by the aid of books which he borrowed, acquired a proficiency in English and a mastery of Greek, French and Latin, and took especial pains to study physiology, chemistry and natural history. Shortly before the termination of his apprenticeship he determined that he would be a physician, and, in pursuance thereof, he applied himself to medical studies under the instruction of Dr. Joseph Maddox, Vincennes. In the pursuit of these studies he manifested the same indefatigable application and comprehensive understanding that had characterized him hitherto. After passing the required examination, he commenced the practice of medicine on August 8, 1838, at Owensville, Gibson Co., Ind. During 1840, he removed to Mount Vernon, Ind., and five years subsequently received a regular graduation and accepted diploma from the Ohio Medical College. In October, 1850, he occupied the chair of anatomy in the Evansville Medical College of Indiana, remaining there two years, when he was transferred to the professorship of theory and practice in the same college, continuing therein until the suspension of the college in 1854. In May, 1857, he was elected vice-president of the American Medical Association, and in the ensuing fall he was appointed professor of obstetrics and diseases of women and children in Rush Medical College.

In 1859, he associated himself with a number of other medical men in the formation of the Chicago Medical College, and occupied the chair of obstetrics and diseases of women and children in that institution until 1880. In that year Rush Medical College created the new chair of gynecology, and invited Dr. Byford to unite with the faculty of that school. He still occupies that position. In 1860, Dr. Byford was the prime mover in the organization of the Woman's Medical College of Chicago. He has been since its establishment, and still is, the president of that college. He has been engaged as a teacher in the Woman's College in the chair of obstetrics, and now of gynecology. After many years of labor he has the satisfaction of seeing this Institution placed upon a permanent basis and in a prosperous condition. He is the author of several successful medical books, among which are the "Practice of Medicine and Surgery applied to the Diseases and Accidents incident to Women," the third edition of which is now nearly exhausted; and "The Theory and Practice of Obstetrics." August 2, 1875, the physicians of Chicago united in forming the Medical Professors' Association, with the view of improving the character of the medical publications of the city. That association published the Chicago Medical Journal and the Medical Examiner, the two existing medical periodicals of Chicago, combining them under the title of The Chicago Medical Journal and Examiner. The association elected Dr. Byford editor-in-chief of the new journal. He occupied that position for four years, the length of time for which he was elected, and then refused a re-election. His contributions to the Medical Journal are numerous and on various subjects. Although not often venturing outside of professional subjects in his literary productions, Dr. Byford is the author of "The Philosophy of Domestic Life," a small volume that has had extensive circulation. In 1876, Dr. Byford was associated with other eminent men in the organization of the American Gynecological Society. At the first election of officers he was selected vice-president, and in 1881 he was chosen president of that association. He has contributed several lengthy papers to its volumes of transactions. On October 3, 1849, Dr. Byford was married to Mary Anna Holland, daughter of Dr. Hezekiah Holland, who died March 3, 1864.

* Important papers in this class were obtained from the "History of the Chicago Medical Colleges" as written by Horace A. Johnson, A.M., M.D.; Robert Bergsall's notes, 1877; and from Dr. Frank S. Johnson.

December 3, 1873, he was again married to Lina W. Flersheim, of Buffalo, N. Y. His first wife bore him five children—Ann Eliza, Mary Jane, Wm. Hezekiah, Henry Q., and Maud H. Dr. Byford has been for twenty-five years engaged in a large and lucrative practice in this city, and is still as active and industrious as at any former period of his professional career.

HOSMER ALLEN JOHNSON was born in the town of Wales, near Buffalo, N. Y., October 6, 1822, the son of Samuel and Sally (Allen) Johnson. While yet a child, his parents removed to Boston, Erie Co., N. Y., where he first received the rudiments of his education in the district school. In 1834, his parents removed to Almont, Lapeer Co., Mich., and for some time subsequently, his time was so engrossed with the necessary labor upon the new farm, that he had no opportunity of attending school. Under the supervision of his mother, who was a woman of high moral character and rare intellectuality, he, however, studied during his leisure moments, and so perfected his English education that, in 1840, he was able to teach school for the winter. When he attained his majority, he set about procuring a liberal education, and taught school part of the year to enable him to attend the academy or college the remaining part. In the fall of 1846, he entered the sophomore class of the University of Michigan, at Ann Arbor, but was compelled, in 1848, to travel to a southern climate, because of symptoms of pulmonary consumption. During his tour of travel he taught school at Vandalia, and also gave a course of lectures on geology and kindred topics, continuing, in the meantime, the studies of his class. In the spring of 1849, he passed the examinations at Ann Arbor, and at the following commencement, he received the degree of *Artium Baccalaureus*. In October, 1850, he came to this city and taught school, and at the same time, continued, in Rush Medical College, the medical studies which he had commenced two years before. In the spring of 1851, he became the first resident physician of Mercy Hospital, and received the degree of Doctor of Medicine from Rush Medical College, in February, 1852—acknowledged as the leader of that class. During the following summer, he received the degree of *Artium Magister* from the University of Michigan. In 1853, Dr. Johnson resigned his chair in Rush Medical College, having been one of the faculty since 1853, and shortly thereafter, united with some other physicians in the formation of the Medical Department of Lind University, subsequently the Chicago Medical College. In the same year, he was elected President of the Illinois State Medical Society. In 1865,



Dr. Johnson sailed for Europe, as one of the delegates of the American Medical Association. He was one of the founders of the Chicago Academy of Sciences, and its first corresponding secretary; in 1853, he was a member of the American Association for the Advancement of Science, and, in 1854, of the American Medical Association. In June, 1861, Governor Richard Yates appointed him a member of the board of medical examiners for the State of Illinois, and at the first meeting of that board he was elected its president, and served in that capacity until the close of the War. He was one of the consulting physicians of the Cook County Hospital, and, for several years, one of the attending physicians and consulting surgeons of the Chicago Charitable Eye and Ear Infirmary. He was for six years a member of the Chicago Board of Health, and now is a member of the National Board of Health and professor of diseases of the circulatory and respiratory organs of Chicago Medical College. In 1883, he received the degree of *Legum Doctor* from the Northwestern University, and after the great fire of 1871, he directed the medical work of the Chicago Relief and Aid Society. As an instance of the manner of the progress that this earnest and close student makes in studies that he undertakes, his Masonic career may be cited. In 1853, he was initiated an entered apprentice Mason; in 1855, he was appointed grand orator of the Grand Lodge of Illinois; in 1856, organized, sub ordinem, the grand commandery of Knight's Templar of Illinois, and, in 1861, became an active member of the Supreme Council of 33°, at Boston, for the Northern Jurisdiction of the United States of America. Dr. Johnson was married in May, 1855, to Miss Margaret Ann Seward, and has two children—Frank Seward Johnson, A.M., M.D., lecturer on histology in Chicago Medical College, and who is closely following in the steps of his eminent father, and Flora Belle Johnson. Whole volumes of deserved eulogium could be written upon the life, character and achievements

of Hosmer Allen Johnson, but his works are his noblest and best tribute; the success that attends his ministrations among the afflicted is not the result of inherited qualities, but the effect of close, careful and patient study, allied to a ripe and cultivated mind and understanding. A keen student, a trenchant lecturer, a distinguished humanitarian, an accomplished surgeon, a staunch friend, and a magnanimous opponent, Dr. Johnson is alike an honor to the profession and the circle he adorns, and to the beloved society of which he is an honored and influential member.

CHARLES GILMAN SMITH, M.D., is one of Chicago's oldest and most respected practitioners, coming to this city from Boston in February, 1853. Hanging out his sign at No. 122 Lake Street, Dr. Smith commenced his long and successful career. His regular practice grew in a gratifying degree, so that by 1868, he was enabled to go abroad and study his profession in the hospitals of England, France and Germany. Previously, however, during the War, Dr. Smith's reputation, as a safe and skillful practitioner, had been further established by his official connection with Camp Douglas, he being one of the six attending physicians placed on duty there. His long residence in Chicago, and his thorough training, have given him a high standing among those in general practice. For several years he was a lecturer in the Woman's Medical College, and is at present a consulting physician of the Women's and Children's Hospital and of the Presbyterian Hospital. Dr. Smith is also the oldest examiner for life insurance companies in Chicago, being connected with the most important corporations of that character. Aside from his professional labors, he has found time to build up a high reputation among social and literary circles, having served for some time as president of the Chicago Literary Club, which is composed of many of the city's most prominent and cultured residents. Dr. Smith was born in Exeter, N. H., on January 4, 1828, the son of Josiah G. and Frances Anne (Eastham) Smith. Dr. Smith was first educated in the public schools of Exeter, and at the Phillips Academy. At the latter institute he prepared for Harvard College, and, in 1847, when sixteen years of age, entered the sophomore year. While attending the medical department of the college, in 1848, occurred the terrible Webster-Parkman tragedy, which horrified all New England. Professor Webster, who was a member of the medical faculty, being hanged for murder, the class was temporarily broken up. Young Smith removed to Philadelphia to pursue his medical studies, and, in 1851, graduated from the University of Pennsylvania, with the degree of M. D. Locating in Boston, he practiced for about two years, being a portion of the time attending physician at the Poor House Hospital. From there he removed to Chicago. He married, on October 16, 1873, Harriet, youngest daughter of Erastus T. Gaylord, one of the earliest residents of Cleveland, Ohio.

JAMES STEWART JEWELL was born September 8, 1837, near Galena, Illinois, and is the son of John M. and Margaret M. Jewell, both natives of Tennessee. After the usual preliminary education he began the study of medicine with Dr. S. M. Mitchell, of Williamson County, Illinois, in 1855. In 1860, he was graduated at the Chicago Medical College, where he received the degree of M. D. He began practice, in 1860, in Southern Illinois, and, in 1862, removed to Chicago to take the position of professor of anatomy in the Chicago Medical College. Dr. Jewell has been a practitioner in Chicago and vicinity ever since, except when abroad in 1869-70. He projected, and edited for eight years, the *Journal of Nervous and Mental Diseases*, which became widely and favorably known, at home and abroad. He is a member of numerous societies, and has held various official positions in his profession and out of it. Among these, he is a member of the American Neurological Society, of which he was president for three years; of the American Medical Association, of the International Medical Association, of the Illinois State Medical Society, the Chicago Medical Society, the Chicago Academy of Sciences, and the Wisconsin Academy of Sciences. He has been professor of nervous and mental diseases in the Chicago Medical College, and is now emeritus professor of psychological medicine in that institution. The doctor was married, in 1864, to Mary C. Kennedy, of Nashville, Illinois. They have had seven children, four of whom are living—Mary, James, Stewart and Helen. Mrs. Jewell died November 26, 1883.

THEODORE J. BLUTHARDT was born in Neuenburg, Germany, on July 24, 1837, and received his early education at the gymnasium at Conitz, Prussia. He came to Chicago in 1856, and engaged in various pursuits until 1859, when he matriculated at the Chicago Medical College, and graduated therefrom in March, 1861, after which he returned to Europe with the intention of continuing his medical studies, but the War of the Rebellion diverted him from that purpose, and he returned to this country in July to participate in the struggle, and was commissioned assistant surgeon of the 1st Illinois Cavalry, by Governor Yates, on July 23, 1861. He immediately joined his comrades at Mexico, Missouri, and was with them in their various campaigns and at the siege of Lexington, where they were under the immediate command of Colonel James A. Mulligan, after which engagement he was placed in charge of the

wounded, whom he took to the St. Louis General Hospital, and was there placed on duty. He remained at that hospital until he was promoted surgeon of the 23d Missouri Infantry Volunteers, on April 1, 1862. This promotion was made by order of General Henry Wager Halleck, and as a recognition of his valuable services at Lexington and subsequently. He immediately joined his new command, and participated in the battle of Shiloh, on April 6, 1862, and in all other battles and skirmishes of the Army of the Cumberland. He resigned in January, 1864, on account of the disability caused by wounds; afterward he was commissioned surgeon of the 14th Illinois Infantry Volunteers, and assigned to duty as post surgeon at Alton, Ill., where he remained until the War had terminated, when he returned to Chicago and entered civil practice. In December, 1866, he was elected county physician, from which he resigned in April, 1869, and in the fall of that year was elected a member of the board of supervisors of Cook County, and was president thereof until 1870. In 1870, he was elected supervisor of West Chicago, and, on July 1, 1873, was appointed a member of the Board of Education, which position he occupied for three years. In December, 1879, he was again appointed county physician, which position he still occupies. Mr. Bluthardt is a member of the Masonic fraternity and of the I. O. O. F., and is also a member of the Chicago Medical Society. He was also, for several years, the president of the Germania Männerchor of this city. He married, on January 23, 1862, Miss Augusta Rottaken, of St. Louis, sister of Colonel Rottaken, of Little Rock, Ark.

DANIEL T. NELSON was born on September 16, 1839, in Milford, Worcester Co., Mass., the son of Drake and Lydia Thurber (Pond) Nelson. In 1841, his parents became a part of the pioneer settlers of Colesburg, Delaware Co., Iowa; and there he remained, receiving a rudimentary education, until 1849, when he returned to Milton and attended the High School there. In 1857, he matriculated at Amherst College, and there remained until 1861, supporting himself, in part, by teaching school, when he graduated with honor. In the spring of 1862, Mr. Nelson entered the medical department of Harvard University, and, in 1865, graduated at the head of his class and received his diploma as Doctor of Medicine. Immediately after he graduated, he received the appointment in the military service as acting assistant surgeon, and was on duty with the Army of the James until General Lee's surrender, when he was stationed at the post hospital, Richmond, Va. In November, 1865, Dr. Nelson came to Chicago, and began his practice here, and, in April, 1867, was elected professor of physiology and histology in the Chicago Medical College, retaining that position until 1880. In the spring of 1881, he was appointed adjunct professor of gynecology at Rush Medical College, and still occupies that position. He was a member of the International Medical Congress of London, in 1881, and is a member of the following societies: British Medical Association, American Medical Association, Illinois State Medical Society, Chicago Medical Society, Chicago Gynecological Society, Chicago Academy of Sciences, and the Illinois State Microscopical Society. Dr. Nelson married, in 1862, Miss Sarah H. Travis, of Holliston, Mass. They have the following children: Lillian T., Frank C., and Flora H.; and had two children, now deceased, Lottie May and Eddie D.

ADDISON HOWARD FOSTER was born at Wilton, N. H., on November 13, 1838. After the usual attendance upon local schools, he fitted for college at the New Ipswich Appleton Academy, where he was graduated in 1859. He then entered Dartmouth College, at Hanover, N. H., where he was graduated in 1863. Selecting medicine for his profession, he began his study with Dr. William D. Buck, of Manchester, N. H. After spending a year in the medical department of Dartmouth, he entered the College of Physicians and Surgeons in New York City, where he was graduated in March, 1866. He then settled in Lawrence, Mass., where he practiced until 1868, when he removed to Chicago. He was with the original faculty of the Woman's Medical College of Chicago as associate professor of surgery, which post he occupied from 1870 to 1876; and, from the latter date to the present time, Dr. Foster has been a consulting physician to the Hospital for Women and Children. Since 1875, he has been a director, and, since 1879, the treasurer of the Chicago Medical Press Association, and, since 1869, has also been the medical examiner for the New England Mutual Life Insurance Company, of Boston, Mass. Dr. Foster is also a member of the American Medical Association, of the Illinois State Medical Society, of the Chicago Medical Society, and of the Chicago Pathological Society. He was married, September 18, 1866, to Susan M. Houghton, of New Ipswich, N. H. They have three children—Fred Houghton, born in Lawrence, Mass.; and Winslow Howard and Charles Stedman, born in Chicago.

WILLIAM MARTIN, son of William and Emma (Webb) Martin, was born November 10, 1844, at Alton, Ill. A portion of his early education was obtained at his native place, by attending a public school. In 1856, his parents moved to Godfrey, Ill., where he resided during the ensuing seven years—eighteen months of which time he passed at Lebanon, Ill., as a student in McKendree Col-

lege. In 1859, he came to Chicago, engaged in business, and gave some attention to the subject of medicine. In 1863, he resolved upon pursuing a thorough course of study under an instructor, for the purpose of obtaining a preparatory knowledge of the science. He therefore placed himself under the preceptorship of Dr. J. H. Hollister, where he remained one year, following which he entered the Chicago Medical College, graduating from that institution in 1867. By the opening of that year, he became identified with the Mercy Hospital in this city, as resident physician, a position which he filled for six months. At the expiration of that period, desirous of enlarging the knowledge he had thus far acquired, he went to New York and attended a course of lectures at Bellevue Medical College and the College of Physicians and Surgeons, dividing the term of the winter of 1868 between those two institutions. Returning to this city at the termination of his studies in the East, he located here, and practiced as a doctor of medicine. During 1866, he officiated as resident physician at the Soldiers' Home in this city.

BENJAMIN REL VANDOOZER was born at Little Rock, Ill., in 1843. While a youth, he removed to Oswego, Ill., and after several years' attendance at the public schools, he learned the printer's trade. In 1856, he became associated with the Kendall County Free Press, and was connected with it until 1861. He enlisted in the ranks of the 127th Illinois Infantry Volunteers, in August, 1862, and served with the army until the close of hostilities. Returning to Illinois, he came to Chicago, where he passed 1866-67 in medical studies at the Rush Medical College, and another year in the Chicago Medical College, where he was graduated in 1868, with the degree of M.D. Upon graduating, he opened an office in Chicago, where he has since been engaged in general practice. Dr. Vandoozer was connected with the Chicago Board of Health as Sanitary Inspector, from 1871 until 1874. He is a member of the Chicago Medical Society, and since January, 1878, has been assistant surgeon of the Illinois Central Railroad. Dr. Vandoozer was married, on October 8, 1861, to Miss Theresa Altha Lewis, of Oswego, Ill., and has one son, Frederick Rel.

JOHN D. SKEER, M.D., the son of Ely and Mary Skeer, of Butler County, Penn., was born July 5, 1825. The family name was primitively Skears, and is of English origin, from Yorkshire. His father, Ely Skeer, was a veteran of the War of 1812, who was on his way to Black Rock, N. Y., when the news came that hostilities had ceased and peace was declared. His boyhood was spent in Butler County, attending school and assisting his father in business. At the age of twenty he began the study of medicine under the guidance of Dr. Ormsby, with whom he read three years. In 1850, he matriculated in the Cincinnati Eclectic Medical College, and took his degree as Doctor of Medicine with the class of 1852, afterward locating in Clarion County, Penn., where he practiced six years. He then located in Newark, Ohio, and identified himself with the regular profession, continuing there six years, during which time he passed through the cholera epidemic of 1854. In 1859, he removed to this city. Upon the outbreak of the Rebellion he entered the service, and was appointed acting assistant surgeon of the 16th United States Infantry, and followed his command until March, 1862, when he was placed in charge of Hospital No. 9, at Nashville, Tenn., which position he resigned on account of ill health, in the fall of 1863. During that year, he passed the examination of the Illinois State Medical Board, and received a commission as full surgeon, afterward returning to Nashville, where he took the degree of M. D. from the university of that city. Remaining there, he engaged in hospital service until the fall of 1866, when he returned to this city and resumed general practice. Dr. Skeer was married, in December, 1853, to Miss Melissa Thompson, of Clarion County, Penn. Their family consists of Kate, the wife of Robert S. Rudd, a prominent lawyer of New York; Charles H., George M., Velma and Tina Mozelle. Their eldest daughter, Clara, died when in her twenty-third year.

EDWARD W. EDWARDS was born in the State of Maryland on April 6, 1816, and received his medical education in the city of Baltimore, graduating as a doctor of medicine from the Washington Medical College in 1846, subsequent to which he spent some time in traveling and combining medical study and practice. Among other places, Dr. Edwards practiced for a year in the Island of Cuba. He came to Chicago in 1861, since which time he has resided and practiced here, and in his own proper person is an able exemplar of professional ability.

JOHN SCHALLER, M.D., has been a resident of Chicago and a physician in good practice for about thirty years, having, during all this period, resided in the neighborhood of his present home, No. 193 Randolph street. He was born in Flonheim, Rhein Hessen, on October 15, 1827, being the son of Henry and Magdalene (Muller) Schaller. Taking eight courses of medical lectures at Heidelberg, four in winter and four in summer, he removed to Gossens, Hesse Darmstadt, to complete his education. Two more courses earned for him the degree of M.D., Dr. Schaller graduating from the university at that point on December 6, 1854. During the fall of that year, he emigrated to America and came

direct to Chicago, where he engaged in the practice of his profession, and has thus continued up to this present day. In December, 1856, he was married to Babetta Henn, who died October 10, 1865. Two children are still living—Henry and George J. The latter graduated from Rush Medical College in 1881. For two years George acted as an assistant physician in that institution and in Cook County Hospital, soon afterward going to Europe and taking courses of lectures at Heidelberg, Berlin and Vienna, besides visiting the hospitals at these points, and in London, Paris, Denmark and Sweden. He then became house physician of the German Hospital. Dr. John Schaller married his second wife, formerly Barbara Gehardy, on October 18, 1866. They have had two children. One died in infancy, and the second, Susie, is attending school at the Institute of the Sacred Heart, in Washington Heights. Dr. Schaller is consulting physician of the German Hospital.

SAMUEL ANDERSON MCWILLIAMS, professor in the College of Physicians and Surgeons of Chicago, was born in Ireland, in 1838. In early youth, unaccompanied by his parents, he crossed the Atlantic, and settled in Prince Edward County, Canada, where he subsequently taught school for several years. In 1857, he entered the University of Michigan, at Ann Arbor, where, having completed the classical course, he was graduated in the class of 1861, with the degree of B.A. He then took a full course in the chemical department of the University, and spent a year in study in the medical department of the same institution, and in 1864, received from the University the degree of M.A. He subsequently attended medical lectures in the Chicago Medical College, where, in 1866, he graduated with the highest honors of his class, and received the title of M.D. He at once commenced the practice of medicine in Chicago, associated with Nathan S. Davis, M.D., and has continued to be actively engaged in his profession ever since. For several years after graduation he lectured upon various subjects in the Chicago Medical College, and was also clinical teacher and attending physician for several years to the South Side Dispensary. In 1870, the Doctor was elected to the professorship of anatomy in the Woman's Hospital Medical College of Chicago, which he continued to fill for several years with punctuality, ability and complete satisfaction to all concerned. In 1881, in connection with four other medical men, Professor McWilliams took an active part in the foundation and successful completion of the College of Physicians and Surgeons of Chicago, and also of the West Side Free Dispensary. In the formation of the faculty, the Doctor was elected to the professorship of clinical medicine, diseases of the chest and physical diagnosis, a position which he still holds. As a teacher he is clear and systematic in his methods, and scrupulously punctual in meeting his appointments. He is vice-president of the College, as well as a member of its board of directors since its organization. He is also president of the West Side Free Dispensary. Dr. McWilliams has been one of the attending physicians to the Cook County Hospital for the last seven years, and has regularly given clinics to large classes of medical students in the amphitheater of the hospital during that time. He is a member of the Chicago Medical Society, of the Illinois State Medical Society, and of the American Medical Society. In 1868, Dr. McWilliams was married to Miss Amelia Hobkirk, of Waupun, Wis. They had three children, only one of whom is living, Bertha Amelia. Mrs. McWilliams died in December, 1882, and in January, 1884, he married Miss Bertha Scheibel, of Chicago, by whom he has one child, Grace.

EBENEZER H. THURSTON, M.D., was born in Wolverhampton, England, December 22, 1838, being the son of Thomas and Elizabeth (Shaw) Thurston. His parents came to America in 1845, and, settling in Madison County, N. Y., gave their son the best of educational advantages. At the district schools of his neighborhood, the Hubbardville Academy, and under the private tutorage of Professor James Bush, he obtained a permanent substructure for an academic and medical education. In 1859, his parents removed to Utica, where he continued his studies at the academy and commenced his medical career as a pupil under Dr. M. M. Bagg, of that city. While pursuing his medical studies at Utica, the War began, and he enlisted in April 1861, leaving Utica with the 14th New York Infantry Volunteers. His general education and knowledge of medicine soon found recognition, and he was attached to the hospital department of his regiment, acting as steward. In this capacity he was taken prisoner at the battle of Gaines's Mills, June 27, 1862, and lodged in Libby prison. There the doctor remained until the following November, when he was released and sent to St. John's College Hospital, Annapolis, Md. There he passed an examination and was appointed hospital steward, U. S. A., partly as a reward for services rendered the government in attending the sick and wounded officers and soldiers in Libby Prison. He held this position for some time, until worn out by imprisonment and long continued hardship in field and post hospitals, he succumbed to a severe attack of typhoid fever. As his health was greatly impaired, he received his discharge from the army. Upon his con-

valescence, he resumed his medical studies, and, in 1864, obtained his degree of M.D. from the University of Buffalo, and then immediately proceeded to the seat of State government, at Albany, N. Y. He there passed a rigid medical examination, and was granted a commission as assistant-surgeon of the 8th New York Cavalry, and was with that gallant regiment in all its battles from Petersburg to Appomattox Court House. At the close of the war he was breveted surgeon and honorably mustered out of service at Rochester, N. Y., July, 1865. He was greatly respected and beloved by his fellow officers and soldiers, and remains in friendly correspondence with many of them to this day. From the close of his services in the army until 1870, he followed his profession in the State of New York, and then removed to Chicago. Dr. Thurston's career in this city as physician and surgeon is too well known to require mention in this brief biography. His large and increasing practice attest his professional skill and well-deserved popularity. He is a member of the Oneida County and the Chicago Medical societies, and also a member of the Illinois State Medical Society. The doctor was married, in May, 1866, to Julia F. Randall, daughter of James Randall, of Utica, N. Y. They have one child, Grace.

ILLINOIS CHARITABLE EYE AND EAR INFIRMARY.
—In May, 1858, Dr. Edward L. Holmes, Dr. Joseph W. Freer, Rev. William Barry and Dr. Charles V. Dyer met with several wealthy and charitable citizens of Chicago, and determined upon establishing the Chicago Charitable Eye and Ear Infirmary, and as a preliminary thereto organized the following board of trustees: Walter L. Newberry, president; Charles V. Dyer, Luther Haven, vice presidents; Samuel Stone, secretary and treasurer; William H. Brown, Rev. William Barry, Philo Carpenter, J. H. Kinzie, Ezra B. McCagg, Flavel Moseley, Rev. N. L. Rice and Mark Skinner. It being determined that, at first, but a dispensary should be instituted, one room in a small wooden building was procured at No. 60 North Clark Street, on the northeast corner of Michigan Street. The consulting surgeons were Daniel Brainard and Joseph W. Freer, and the attending surgeons Edward L. Holmes, Henry Parker, F. B. Norcum, and W. H. Baltzwell.

During the first year about one hundred and fifteen patients were treated, and during the year ending May 1, 1861—about three years after its opening—two hundred and eighty-eight patients received treatment; two hundred and thirty-seven of whom were afflicted with ophthalmic diseases and fifty-one with diseases of the ear. Up to May 1, 1861, five hundred and eighty patients received treatment, and during that year the dispensary was removed to Ewing's Block, corner of North Clark and North Water streets, where the surgeons were Daniel Brainard, Joseph W. Freer, Edward L. Holmes and Edwin Powell. In July, 1864, Walter L. Newberry donated to the Infirmary the use of the lot occupying Nos. 16–18 East Pearson Street, opposite the old Ogden School, for ten years, whereon a large two-story wooden building, costing \$2,000, was moved. The trustees at that time were Walter L. Newberry, president; Charles V. Dyer and Luther Haven, vice-presidents; Samuel Stone, secretary; Ezra B. McCagg, treasurer; William H. Brown, William Barry, Flavel Moseley, Philo Carpenter, John Evans, John H. Kinzie and Cyrus Bentley. Drs. Brainard and Freer were the board of surgeons and ex-officio trustees, and Drs. Holmes and Powell the consulting surgeons. Dr. Holmes thus summarizes the history of this institution up to the year 1871, in Early Medical Chicago:

“The first patient requiring board in the institution applied before a single room had been cleaned and furnished. For two nights he slept on a blanket on the floor. The rooms were furnished as the gradually increasing number of patients required. In a few months the number of applicants, especially soldiers recently discharged from the army and suffering from diseases of the eye, became so numerous that greater accommodations were rendered necessary. A large attic was finished, and divided into several comfortable rooms. The building was soon after raised

and a brick basement constructed under it. Support for a limited number of patients from Illinois, Minnesota and Wisconsin was made possible by the donation of \$500, placed for this purpose in the hands of the respective governors of these States. The United States Sanitary Commission, the Northwestern Sanitary and Christian Commissions, also, granted large sums for the support of soldiers at the Infirmary. In the fall of 1869, additional accommodations became necessary, and were obtained by the construction of a large building in the rear of the lot. The Infirmary, during the early period of its existence, was greatly indebted to the churches of the North Side, especially, members of which contributed, year by year, large quantities of furniture and clothing, in addition to donations of money. In this way, the Infirmary was enabled, not only to support an increasing number of patients, but to cancel an indebtedness of nearly \$6,000, and also to gradually accumulate a fund of \$7,000. From the year 1867 to 1871, the General Assembly appropriated \$5,000 a year, for the support of patients at the Infirmary, and, in 1871, the institution became a public charity—owned and supported by the State.”

In 1871, the consulting surgeons were Joseph W. Freer and H. A. Johnson; and Edward L. Holmes and Edwin Powell, attending surgeons. During the same year the hospital was destroyed by the great fire, which reached the building about 3:30 a. m., on Monday. The majority of the inmates were taken by George Davenport, superintendent, to Blatchford's shot-tower, on Kinzie Street, where they stayed for some days.

THE CITY HOSPITAL, on LaSalle Street, between Cross and Old streets, was commenced in June, 1856, and completed in November, 1857, at a cost to the city of about \$58,000, and was capable of accommodating three hundred patients. In August, 1859, it was leased by some surgeons for five years, and they contracted to receive and care for the city patients at a uniform allowance of three dollars a week. The hospital, under this arrangement, was opened on August 13, 1859, with Daniel Brainard, George Schloetzer and George K. Amerman as surgeons, and DeLaskie Miller, Joseph P. Ross and S. C. Blake as physicians. The warden was A. H. Carter, and Mrs. Carter was the matron. There was also a board of nine governors, three from each division of the city, who exercised general supervision over the affairs of hospital, as follows: North Division, George W. Dole, Gurdon S. Hubbard, Edward I. Tinkham; West Division, Reuben Taylor, Edson L. O'Hara, secretary, and D. F. Wilson; South Division, William Jones, president, Dr. H. Hitchcock and Dr. John H. Foster. In addition to the other services of the hospital, clinical instruction was given—principally to the students of Rush Medical College.

In 1860, W. C. Brown was the resident physician and surgeon. In 1862, the medical board are given as George K. Amerman, Joseph P. Ross, Joseph W. Freer and R. L. Rea; Henry Dunham, resident physician and surgeon. In the summer of 1863, the hospital was confiscated by the United States military authorities, and placed under the jurisdiction of Surgeon Brock. McVickar, with Drs. Joseph P. Ross and George K. Amerman as acting assistant surgeons. Dr. McVickar was succeeded by Dr. Hall, and he by Dr. S. A. Jackson. On July 25, 1865, Surgeon Joseph S. Hildreth took charge, and the scope of treatment was limited to diseases of the eye and ear, and the hospital was termed the “Des Marres Eye and Ear Hospital.” Its location was at this period designated as at the corner of Arnold and Eighteenth streets; the main building seventy feet long by fifty-five feet wide and four stories high, with a wing on the south side sixty-three feet long by sixty feet wide. The hospital capacity was one hundred and thirty patients and forty attendants. M. K. Gleason and J. H. Goss were the acting assistant surgeons under Dr. Hildreth. On November 11, 1865, the two last patients were discharged,

and the doors of the Des Marres Hospital were closed. During the occupancy of the hospital by the United States authorities, the county patients were treated in a building at Jefferson, utilized for that purpose.

Drs. Ross and Amerman immediately and actively interested themselves to re-establish the hospital as a public charity, and, deciding that to further this end it would be requisite to become a politician, Dr. Amerman suspended party banners from the caduceus, and was elected a supervisor. In 1866, the first year of his service, he inaugurated and organized the Cook County Hospital, but being enfeebled by ill-health he was compelled to resign the direction thereof. Dr. Joseph P. Ross was elected to the position of supervisor and chairman of the hospital committee in 1866, and occupied it for two years. Hence, the establishment of the present vast and beneficial Cook County Hospital must be ascribed to the persistent energy and unflagging labors of Joseph P. Ross and George K. Amerman.

THE COOK COUNTY HOSPITAL had the following medical attendance in the years specified:

1866—George K. Amerman, R. G. Bogue and Charles G. Smith, attending surgeons; Joseph W. Freer, William Wagner, consulting surgeons; Thomas Bevan, Joseph P. Ross, H. W. Jones, attending physicians; Hosmer A. Johnson, R. C. Hamill, consulting physicians; Joseph S. Hildreth, eye and ear surgeon; Henry M. Lyman, pathologist. Benjamin Chase was warden and Mrs. Chase, matron. 1868—Edwin Powell, R. G. Bogue and C. G. Smith were attending surgeons; J. R. Gore and W. Wagner, consulting surgeons. The remaining physicians and surgeons were the same, with the addition of Daniel S. Root, house surgeon, and Nicholas Lyon and Benjamin S. Miller, assistants. In 1869, the physicians and surgeons were as before, except that Benjamin S. Miller was house surgeon, and George K. Dyce, and Mr. and Mrs. Chase were replaced by H. S. and Mrs. Eliza Rexford, as warden and matron. In 1870 and 1871, Edwin Powell, R. G. Bogue, T. D. Fitch and Charles G. Smith were attending surgeons; J. R. Gore and J. W. Freer, consulting surgeons; Thomas Bevan, Joseph P. Ross, H. W. Jones, Hosmer A. Johnson, H. A. Lyman, attending physicians; William H. Byford, R. C. Hamill, consulting physicians; Joseph S. Hildreth, eye and ear surgeon; J. W. Tope, house surgeon; William Fox and J. T. B. Gephart, assistants. Mr. and Mrs. Rexford were warden and matron.

JOSEPH P. ROSS was born on January 7, 1828, in Clark County, Ohio. When but six years of age, his father moved to Piqua, Ohio, and there he received his early education, attending the district school during the winter, and helping on the farm during the summer. When he was but nineteen, he made a commercial venture in a woolen mill, and after two years, he succeeded in clearing two thousand dollars. Being possessed of capital, he determined on securing an education, and attended the academy at Piqua, where he took a thorough scientific course, after which, he commenced the study of medicine in the office of Dr. G. V. Dorsey, at Piqua. After two years study with Dr. Dorsey, he attended lectures at Starling Medical College, Columbus, Ohio, and the ensuing year a course at the Ohio Medical College, Cincinnati, whence he graduated in the spring of 1852. He immediately commenced practice at St. Mary's, Ohio, but after a visit to Chicago, he determined that the Garden City was to be his home, and resided here in February, 1853. Shortly after his arrival, he formed a partnership with Dr. Lucian P. Cheney, and after that the history of Dr. Ross became commingled with the medical history of Chicago, he being always found in the front of any enterprise to help the poor and benefit his fellow-creatures by medical aid and surgical treatment. Physician to the Orphan Asylum, physician to the Reform School for fifteen years, original surgeon and physician of the Cook County Hospital, physician on the battle-field during the War, and attending surgeon at Camp Douglas, these are a few of the positions of honor and philanthropy he has filled. The professorship in the Rush Medical College he occupied in 1867 he still retains, and his lectures have been attended by such interest and edification by the hundreds of graduates of that institution since 1867. In addition to lecturing, he has contributed largely to the financial success of Rush Medical College. After the fire, when the institution had a heavy bonded debt, he, with his colleagues, developed a scheme by which they succeeded in erecting their present college building. At present, his attention is engaged in establishing the Presbyterian Hospital of Chicago. His name is due to Chicago, he has been identified with the Presbyterian church, and for the last eighteen years has been an elder in the Jefferson-park Congregational Society, with

which he has been connected since its organization. Dr. Ross was married, in 1856, to Elizabeth H. King, a daughter of Tuthill King, who was one of the solid merchants of early Chicago. They have the following children: T. King Ross, J. Whitney Ross, Robert E. Ross, William H. Ross, Bessie G. Ross and Lila Frances Ross.

SMALL-POX HOSPITAL.—The small-pox hospital, in 1859, was on North Avenue, between Wolcott Street (now North State) and Lake Michigan, and Dr. William Wagner was the physician in charge. George B. Bay was the warden, Mrs. Clara F. Bay, the matron, and Miss Ann Anderson, assistant. This building remained at this location, and under this administration, until the year 1864, when a large and spacious building, costing \$13,593.18, was erected, which contained twenty-four wards. It had a main building, two stories and basement, forty-eight by twenty-four feet, and two wings, each one story and basement, of thirty-two by sixty feet. This building was called the Lake Hospital. Dr. T. B. Bridges, health officer, had supervision of the hospital; Dr. S. C. Blake was the physician, William E. Jones was steward, and Mrs. Jones matron. In 1868, Dr. Niles T. Quales became the surgeon, and, in 1870, Dr. H. S. Hahn, who remained in charge of the hospital until its destruction by the fire of 1871, when the patients were all removed to Maywood. The fire reached the hospital at about two o'clock on Tuesday morning, and the value of the building and furniture destroyed was \$6,000. When the hospital was erected near the Bridewell, the patients were removed thither from Maywood.

NILES THEODORE QUALES, M.D., was born near Hardanger, Norway, January 17, 1831. He attended the public schools of the neighborhood and assisted his father in farming until he reached his seventeenth year, when he entered the agricultural school in Hardanger, where he remained three years, graduating in 1851. He then took charge of a large estate for one year, afterward going to Copenhagen and matriculating in the Royal Veterinary College, and received his diploma in 1856. Returning to his native town, he practiced as a veterinary surgeon three years, and emigrated to this city in 1859, where he resumed practice. At the breaking out of the Rebellion he enlisted in the First Illinois Artillery, Captain Taylor's Battery, and followed the fortunes of that command until 1863, when he was detailed for detached service at General Sherman's headquarters. At the close of the War he began the study of medicine under the instruction of Dr. Paoli, of this city, and matriculated in the Rush Medical College, taking his degree as Doctor of Medicine in the class of 1867. He was appointed interne at the Cook County Hospital, and filled that position one year following his graduation. In 1868, he was tendered the position of city physician, which he occupied nearly three years, and, in 1870 was made surgeon of the United States Marine Hospital. After the great fire of 1871, he was visiting physician of the Relief and Aid Society. Dr. Quales was married, May 26, 1870, to Miss Carrie L. Lawson, of Chicago, and has three children—Iver L., Martha G. and Nellie R.

ST. JOSEPH'S HOSPITAL.—Upon Sunday, August 20, 1871, the corner stone of this hospital was laid in the lot at the corner of Burling Street and Sophia (now Garfield Avenue). The ceremonies were conducted under the auspices of Right Rev. Bishop Foley. After the laying of the stone, Father McMullen, of the Cathedral of the Holy Name, preached in the vernacular, and Father Zimmer in German. The building was contemplated to be one hundred and fourteen feet front and one hundred and twenty feet deep, three stories in height, with basement and mansard roof, and to cost \$80,000. As there was an insufficiency of funds, however, the main building alone was erected, at a cost of \$50,000. The hospital is under the charge of a Sister Superior and eight Sisters of Charity of St. Vincent de Paul, the mother-house of which organization is at Emmetsburg, Frederick Co., Md. There is accommodation for one hundred patients, and the medical staff

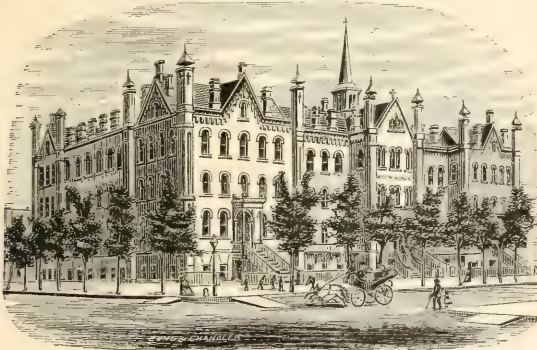


Jos. P. Ross.

comprises Dr. Moses Gunn, Dr. W. Godfrey Dyas, Dr. Charles T. Parkes, Dr. J. Adams Allen, Dr. Daniel R. Brower and Dr. E. M. Landis, house physician.

FRANCIS L. WADSWORTH, physician and surgeon, was born in Oxford County, Maine, in 1833, where he resided until twenty-five years of age. He then came west and located in this city. He entered Rush Medical College in 1865, and took his degree four years later. He has since resided and been engaged in the practice of medicine and surgery in Chicago. Dr. Wadsworth was married in 1868, but two years later he lost his wife. In 1872, he was married to Miss Sarah F. Robinson, of Rhode Island. His eldest son, Charles Freer, was born in 1870, and the younger, Frank Russell Wadsworth, was born in 1874. For eleven years Dr. Wadsworth was lecturer and adjunct professor of physiology at Rush Medical College, and since 1881, has occupied the position of professor of physiology and histology in the Woman's Medical College, of this city. He is at present the physician in charge of St. Joseph's Hospital.

MERCY HOSPITAL. — This hospital was removed in 1853 to No. 265 Wabash Avenue, and in 1864 to the northwest corner of Calumet Avenue and Twenty-sixth Street, into a building which had formerly been occupied by the St. Agnes Academy, and which now comprises the north wing of the hospital. The central building and south wing were erected in 1869, and has accommodations for three hundred patients, is managed and controlled by thirty-four Sisters of Mercy, and has the medical attendance of two resident physicians and the faculty of the Chicago Medical College. It is



MERCY HOSPITAL.

worthy of remark and praise that Dr. Nathan Smith Davis, who first lectured for the benefit of the Illinois General Hospital of the Lake—control of which the sisterhood assumed—has remained in attendance upon the Mercy Hospital ever since, a period of thirty-one years.

JEWISH HOSPITAL.—In 1859, the United Hebrew Relief Association was organized in this city, having for its object the amelioration of suffering and care of the sick. The first president of the Association was Henry Greenebaum. In 1867, the association determined upon establishing a hospital, where the objects of their philanthropy could be brought together and their wants attended to with system and better effect. Consequently, on September 2, 1867, the corner-stone was laid at No. 537 North LaSalle Street, between Schiller and Goethe streets, under the auspices of the association. The stone was laid by Isaac Greensfelder, president of the association, and addresses were delivered by Mayor John B. Rice, Godfrey Snyderdacker (in German) and Henry Greenebaum. The hospital was completed in 1868, was of red brick, two-and-a-half stories

high, eighty feet front by forty feet deep, and cost about \$30,000, the lot being valued at \$10,000. It was called the "Jews' Hospital," and was destroyed in the fire of 1871, at about 11 o'clock a. m., on Monday, the loss aggregating about \$40,000.

ALEXIAN BROTHERS' HOSPITAL.—The Order of Alexian Brothers was founded by Saint Alexius of Rome, in honor of San Juan de Dios de Hispana (Saint John of God of Spain), who lived in the 13th century. The introduction of the order in Chicago was through Brother Bonaventura in 1866, who came here to found and establish a hospital. For some little time Brother Bonaventura worked alone, boarding with Mr. Wischmeyer, and then found Brother Alex, who was working in the city. Together these brothers worked, and in about six months they established St. Mary's Hospital—named in honor of St. Mary of the Immaculate Conception—at No. 527 North Dearborn Street, corner of Schiller. Of this hospital, Brother Bonaventura was superior, and he had five brothers and three novices as assistants, the hospital accommodating eight patients. The fraternity exact payment from those who are able to pay, but receive the poor gratis, making no distinction on account of the religious belief, or irreligious unbelief, of a prospective patient.

A novice is required to serve for six months, wearing his ordinary apparel; then he is invested with the garb of the Alexians, and has a further probation of two years. If then found qualified, he is admitted to this order, whose members devote themselves to caring for the sick and taking charge of Asylums. In Germany, where the order comprises many members, only one hospital is controlled by them, but numerous insane asylums are under their painstaking and gentle care. One peculiarity about the order is, that the institutions under its care will allow none but males within their walls, from monastic dogmatism partaking of misogyny. But to those who obtain access to their hospitals and asylums, the Alexian Brothers prove kind, gentle and scrupulously careful nurses; and many poor, afflicted men have reason to bless this benevolent and philanthropic organization. Their ambition is for comprehensive charity, and they are desirous of getting charge of a branch of the city hospital, where their scope of sick-bed attendance will be more general.

In 1868, the hospital was moved to No. 546 North Franklin Street, the same site where their hospital is now located. The house faced, in those days, upon Franklin, in lieu of Market Street. At this time, Henry Engela was president, Matthew Pollig was vice-president, and Nicholas Schyns was secretary. Henry Engela was the first Provincial who came to Chicago—a provincial being the chief executive of a province, which is composed of several localities. About the year 1869, the name was changed to the Alexian Brothers' Hospital, and the hospital was enlarged and added to, till, at the time of the fire, it had accommodations for about seventy-five patients and was attended by twelve brothers. But the fire did not respect this noble charity, and the Alexian Brothers' Hospital was destroyed thereby, the fire reaching the building at 4 o'clock p. m., on Monday. The value of the hospital was about \$48,000, and the furniture therein cost \$5,200, making the aggregate loss \$53,000, not including two magnificent statues that stood in their chapel, which were conceded to be the finest specimens of the sculptor's art in Chicago.

ST. LUKE'S HOSPITAL.—In the spring of 1864, Mrs. Sarah Franklin, Mrs. Henry W. Hinsdale, Mrs. Aaron Haven, Mrs. B. F. Haddock, Mrs. A. LeDuc, Mrs. W. J. Barney, Mrs. Levi Colburn and Mrs. Clinton Locke, under the leadership of Rev. Clinton Locke, determined upon establishing a free hospital; the initiatory prospectus of which stated that it would forever be under the control of the Episcopal Church, but would minister unto the poor and afflicted of all creeds and nations. A charter was soon after obtained from the Legislature. Rev. Clinton Locke was then chosen president, and Dr. Walter Hay physician. On January 20, 1865, the act of incorporation was approved, and the following gentlemen were the incorporated trustees: James H. Hoes, D. W. Page, L. B. Otis, W. G. Hibbard, J. F. Beaty, Thomas C. Haines, George P. Lee, Samuel Gehr, A. C. Calkins, R. D. VanWagener, Walter Hay, and the Rector of Grace Episcopal Church, of Chicago. At the first meeting of the trustees, Dr. Clinton Locke was retained as president, which office he has held ever since. Since its inception, this hospital has gradually grown in its scope of charitable treatment, in consequence of the endowments it has received and the stable financial benefit it has acquired. A given sum of money provides a bed in the institution for some poor stricken wayfarer, and several such provisions have been made by the wealthy and charitable members of the Episcopal Church. Mrs. N. K. Fairbank is the treasurer of this praiseworthy institution. As St. Luke's is a charity hospital, funds are always needed for the support of its inmates.

ALBERT BLISS STRONG, M.D., member of the Illinois State and local medical societies, and medical director for the Chicago Mutual Life Indemnity Association, was born in Galesburg, Ill., May 22, 1845. His father, Rev. Erastus A. Strong, of the Theological Seminary of the Diocese of Ohio, and chaplain of the 3d O. V. I. during the War of 1862-65, left his home, near Lake Champlain, N. Y., in 1839, and made the entire journey to Galesburg on foot. He was one of the most energetic and enterprising of the hardy pioneers who settled Northern Illinois, and was most highly esteemed for his sterling integrity and worth. The first plows made in Galesburg were forged by his hammer, and his was the first house erected in that city. Overcoming every obstacle which had prevented him from obtaining an education, he perseveringly worked with such end in view, and succeeded in obtaining a collegiate training. His wife, Elizabeth S., the daughter of Levi Stillman, a prominent citizen and chair manufacturer, of Hartford, Conn., was from one of the oldest and most respected families of the Nutmeg State. While an infant of two years, Dr. Strong's parents moved to Gambier, Ohio, where he remained until four years old, and, during the while his father was rector of the Episcopal Church at Granville Ohio, attended the schools of Licking County, Ohio. He then entered the preparatory department of Kenyon College, and continued in that institution until 1862. When seventeen years of age, he enlisted in the 85th Ohio Volunteer Infantry for three months service. His command was stationed at Camp Douglas as guard over Confederate prisoners. At the expiration of his term of enlistment, he re-enlisted in the 4th Ohio Cavalry, but was rejected by the commanding officer on account of his extreme youth. He resumed his studies at Kenyon College in 1864, and graduated therefrom in 1868. He immediately came to Chicago, and for one year was principal of the Blue Island Avenue School. At the same time he began the study of medicine under Dr. I. N. Danforth, afterward under the directions of Dr. J. P. Ross, both of Chicago, with whom he remained three years, during which time he matriculated in Rush Medical College, and took his degree as Doctor of Medicine with the class of 1872. Before his graduation he was appointed resident physician to St. Luke's Hospital, and attended lectures in Rush Medical College, which were given in an amphitheatre of the County Hospital, at the corner of Eighteenth and Arnold streets. He applied for the position of interne, and, upon competitive examination, was appointed to that position in the Cook County Hospital, and, after the fire of 1871, was one of the Relief Committee. Immediately after his graduation, on competitive examination, he received the appointment of lecturer on materia medica, in the spring course of Rush College, which chair he filled for two years. He was then elected to the chair of demonstrator of anatomy, which he now oc-

cupies. Dr. Strong was married June 24, 1869, to Miss Ida F. Cook, daughter of ex-Alderman Cook, of Chicago, and has three children—Ralph S., Walter A. and Edward. He is a prominent member of the Illinois Club.

CHICAGO MEDICAL SOCIETY.—The continuation of the history of this Society, given in the first volume, may be thus summarized. The officers for the period from 1858 to 1871 were as follows, so far as they could be ascertained:

1858—N. S. Davis, president; H. Parker, vice-president; Thomas Bevan, secretary and treasurer. 1859—D. D. Waite, president; Swayne Wickersham, vice-president; N. S. Davis, secretary and treasurer; N. S. Davis, Swayne Wickersham, Charles D. B. O'Ryan, delegates to the American Medical Association; John M. Woodworth, George K. Amerman, Edward L. Holmes, Henry C. Clapp, delegates to the State Medical Society. 1861—Ira Hatch, president; Swayne Wickersham, vice-president; Charles Gilman Smith, secretary. 1862—Gerhard Christian Paoli, president; Swayne Wickersham, vice-president; Edward L. Holmes, secretary and treasurer. 1863—M. O. Heydock, president; T. Bevan, vice-president; E. Marguerat, secretary and treasurer. 1864—Gerhard C. Paoli, president; M. O. Heydock, vice-president; Edward L. Holmes, secretary and treasurer. 1865—T. Bevan, president; E. Marguerat, vice-president; D. Mills Tucker, secretary. 1866—A. Groesbeck, president; J. P. Ross, vice-president; T. Davis Fitch, secretary; D. Mills Tucker, treasurer. 1867—J. P. Ross, president; John Reed, vice-president; Henry M. Lyman, secretary and treasurer. 1868—E. Marguerat, president; R. G. Bogue, vice-president; P. S. MacDonald, secretary. 1869—R. G. Bogue, president; Ernst Schmidt, vice-president; Hiram Wanzer, secretary and treasurer. 1870—T. D. Fitch, president; F. A. Emmons, vice-president; C. C. Dumreicher, secretary and treasurer. 1871—William Godfrey Dyas, president; W. E. Quine, secretary.

Many interesting facts and data concerning the Society are forever lost, because of the destruction of the records in the fire of 1871; they being unfortunately, at that time, in the possession of a committee and not in the custody of the secretary, Dr. W. E. Quine.

THE CHICAGO ACADEMY OF MEDICAL SCIENCES was organized March 1, 1859, with the following officers: DeLaskie Miller, president; J. N. Graham, first vice-president; J. R. Gore, second vice-president; E. C. Rogers, third vice-president; S. C. Blake, recording secretary; Edward L. Holmes, corresponding secretary; R. C. Hamill, treasurer; William Scott Denniston, assistant secretary and librarian; and James Bloodgood, Joseph P. Ross and Ephraim Ingals, trustees.

THE CHICAGO COLLEGE OF PHARMACY was organized and incorporated on the 5th of September, 1859, to advance the art of pharmacy and collateral sciences, to establish on just principles the relations existing between apothecaries, druggists, physicians and the public, and to improve the members, their assistants and apprentices, by the cultivation and diffusion of scientific knowledge. The first course of lectures commenced November 9, 1859, at room No. 18 Rice's Building, Nos. 75 to 81 Dearborn Street. The officers were Franklin Scammon, M.D., president; Frederick A. Bryan and Henry W. Fuller, vice-presidents; J. D. Paine, secretary; S. S. Bliss, treasurer; Franklin Scammon, T. W. P. Mercereau, S. S. Bliss, E. L. O'Hara, W. H. Muller, F. A. Bryan, J. D. Paine, E. H. Sargent, George Buck and L. F. Humeston, trustees. The faculty were James Van Zandt Blaney, M.D., professor of chemistry; F. Scammon, M.D., professor of pharmacy, and John H. Rauch, M.D., professor of materia medica. The college was subsequently removed to Lind's Block, attic story,* after which the lectures on chemistry were delivered in the hall of Rush Medical College, the faculty thereof generously allowing it to be used free of charge. Before the inauguration of the second course of lectures, F. Mahla, Ph. D., was given

* For valuable data presented in this sketch, the collaborator is indebted to N. Gray Bartlett.

the chair of chemistry and Dr. J. A. Allen the chair of materia medica. The prostration of business interests in 1861 produced a depression in the affairs of the College, which was, however, counteracted by the zeal and energy of W. H. Dillingham. For several years interest in the college flagged, until the arrival of an extensive assortment of chemicals from Messrs. Powers & Weightman—a donation from those gentlemen—in the spring of 1867, excited comment and inquiry. A meeting held at the office of Dr. William H. Byford resulted in the formation of committees that resuscitated the school, and re-established it at Rice's Building, No. 77 Dearborn Street. In September, 1868, the first number of the Pharmacist was issued, as a quarterly journal, the object being to furnish a fund to renew the course of pharmaceutical lectures. But not until in 1870 was the College of Pharmacy re-opened. On the evening of September 30 of that year, Dr. John H. Rauch gave the first lecture. The faculty were J. V. Z. Blaney, professor of chemistry; George M. Hambricht, professor of materia medica; N. Gray Bartlett, professor of pharmacy; and John H. Rauch, professor of botany. From the third class of thirty-one students one graduated, F. M. Goodman, he being also the third graduate from the college; the first two were Henry Tomboeken and Thomas Whitfield. The faculty for 1871-72 were N. Gray Bartlett, professor of chemistry; Albert E. Ebert, professor of pharmacy; George M. Hambricht, professor of materia medica; and John H. Rauch, professor of botany. The fourth annual course of lectures was opened on October 3, 1871, by the president of the college, E. H. Sargent, to a large and enthusiastic class. Before a week had passed, the building and apparatus were things of the past. The loss of apparatus and material amounted to about \$1,000.

E. H. SARGENT was born at Dover, New Hampshire, on November 13, 1830, and is the son of John Bowen and Mercy Sargent. He received his education at the Dover Academy, after which he learned the drug business at Lowell, Mass. In 1852, he came to this city and went into business with Dr. Franklin Scammon, their store being situated at No. 140 Lake Street. Since the dissolution of the partnership, Mr. Sargent has continued the business alone, until the present time, and is now, though still a young man, one of the oldest and most prominent druggists in the city of Chicago. Mr. Sargent was president of the Chicago College of Pharmacy from 1865 to 1872, and of the American Pharmaceutical Association in 1869-70. On June 4, 1856, he married, at Jeffersonville, Ind., Miss Mary Westcott Elmer. In 1854, Mr. Sargent became a member of Oriental Lodge, No. 33, A. F. & A. M., and now, with Hon. John Wentworth and other veteran residents of Chicago, ranks among the oldest members of the lodge.

WILLIAM M. DALE was born in Kilmarnock, County of Ayr, Scotland, February 10, 1842, and was educated at the academy of his native town. After receiving his English education, he was apprenticed in a drug store at that place. He served there four years and then went to Glasgow, where he also remained four years in a drug store, and from thence to Kinnross, where he established a little store of his own, and remained until he left the "land o' cakes" for Chicago, arriving here in 1865. Mr. Dale first went into Buck & Rayner's establishment, where he was employed for two years, and then, in partnership with John Heiland, he established the house of Dale & Heiland, at No. 155 Clark Street. After the fire, the firm moved to the West Side for one year, and there Mr. Dale re-opened at the old stand, where he continued until 1879, when he established the drug store, corner of Clark and Madison streets, which, under his management, has become one of the most popular pharmacies in the city. Mr. Dale was married, June 1, 1860, to Mary Walker, of Glasgow, and has five children—William Wallace, Christina, Alice, Jessie and Maggie.

THEODORE HENRY PATTERSON was born November 24, 1840, in Lorain County, Ohio. He attended for several years the schools of his native town, and finally graduated from the high school at Elyria. After this he taught school for four winters, and began studying medicine under his uncle, Dr. R. J. Patterson, having made up his mind to enter the medical profession. He afterward took a course of lectures at Rush Medical College, in this city,

and attended two terms at a medical school in Cleveland. In 1864, he graduated from the Charity Hospital Medical College of that city, and received the degree of M.D. When the War broke out, Dr. Patterson, loyal to the great cause, offered his services to the Government and he was appointed assistant-surgeon of the 137th Ohio Volunteer Infantry. He proved to be most successful and competent, and was promoted, on June 26, 1865, to be surgeon of his regiment and acting surgeon-in-chief of the Second Military Division of Georgia. After the War was over, he decided to make Chicago his future home. He arrived here in March, 1866, and was appointed temporary physician of the Cook County Poor House. In September of the same year, he concluded to give up practicing his profession and turn his attention to pharmacy. He opened a drug store at the corner of Michigan Avenue and Twenty-second Street, where he remained thirteen years, and in 1879 he removed to his present place of business. He has been prominently identified with the Chicago College of Pharmacy since its inception, having been trustee, treasurer, secretary and president of the same, at different times. In April, 1883, he was unanimously elected president of that institution, and was tendered that office in 1884, which, however, he declined. Dr. Patterson has also been largely identified with the State Pharmaceutical Association; in fact, he is a man of energy and purpose, and is always ready, willing and active to promote the interests of any institution that will tend to benefit the medical profession, and to this perhaps is due the high regard and esteem with which he is held by those who are most interested in such work. Dr. Patterson is at present secretary of the Pharmaceutical Association, which office he has held and filled with credit since 1882. He is also a member of the American Pharmaceutical Association, and of Apollo Commandery, No. 1, K. T.; the Military Order of the Loyal Legion, the Grand Army of the Republic, and of the Douglas Club. He was married, February 24, 1870, to Miss Laura Waggener, of Chicago; they have three children—Charles W., Theodore Hiram, and Olive.

BRAINARD FREE DISPENSARY was established in 1869, at rooms 11 and 12, in Rice & Jackson's Block, on the northwest corner of Jefferson and Randolph streets. Of this charitable enterprise, Samuel Hoard was president, Albino E. Bishop was vice-president, and S. W. Walker secretary and treasurer.

PROTESTANT DEACONESS' HOSPITAL was established in 1868, at No. 141 North Dearborn Street, with Rev. W. A. Passavant, director; Dr. George Schloetzer, physician; and Miss C. Super, matron. The hospital remained at this location until the fire.

MEDICAL RELIEF.

The first step taken by the physicians and surgeons of the city to assist their unfortunate brethren, was at a meeting held Tuesday evening, October 11, 1871, where various measures were discussed. The meeting adjourned, and re-convened on the 17th, when the following telegram was received—the first organized attempt on the part of the medical fraternity in a foreign city:

"NEW YORK, October 16, 1871.

"DR. H. A. JOHNSON,

"Chairman Sanitary Committee:

"Over two thousand dollars subscribed by medical men this evening for suffering physicians of Chicago. Organize for its distribution, and draw on Dr. S. T. Hubbard, 27 West Twenty-ninth Street. Further amounts to be reported.

"E. R. FEASLEE, M. D., Chairman."

The \$2,000 mentioned was sent October 24, 1871, by Dr. S. T. Hubbard, to Dr. Walter Hay. Upon October 19, a meeting was held, whereat the following pamphlet was promulgated:

"At a meeting of physicians, held on the 17th inst., at No. 797 Wabash Avenue, of which Dr. N. S. Davis was made chairman, and Dr. E. Andrews secretary, the announcement having been made that communications had been received from prominent physicians of other cities, to the effect that contributions for the relief of the suffering members of the profession here are now awaiting the order of responsible parties to receive and disburse them, Drs. Moses Gunn, E. Andrews, and A. Fisher having been appointed a committee to recommend suitable persons for a permanent relief committee of five, nominated the following gentlemen: Drs. N. S. Davis, DeLaskie Miller, Ernst Schmidt, T. D.

Fitch, and Walter Hay, which nominations being unanimously approved, the following resolutions were adopted:

Resolved, That the committee just chosen is hereby authorized to receive all donations for the relief of the respectable physicians who are sufferers by the late fire, distribute the same at their discretion, and render a strict account, with vouchers, to any future meeting which may be called by the chairman to consider the same.

Resolved, That this meeting tender the cordial and heartfelt thanks of the profession of this city to their brethren in other and distant cities, for the prompt and liberal offers of assistance to the many among us who have lost, by the late fire, not only their homes, clothes, books and instruments, but their practice; and pledge a just use of whatever is given.

"Contributions may be forwarded at once by express, or draft on New York, to Walter Hay, M.D., secretary medical relief committee, No. 384 Michigan Avenue. Donations from publishing houses, instrument makers and physicians, of books, instruments, or apparatus, will be gratefully received, as many of our professional brethren have saved only their lives.

"DELAKE MILLER, M.D., No. 518 Wabash Avenue, chairman.

"N. S. DAVIS, M.D., No. 797 Wabash Avenue, treasurer.

"ERNST SCHMIDT, M.D., No. 357 State Street.

"T. D. FITCH, M.D., No. 296 West Monroe Street.

"WALTER HAY, M.D. No. 384 Michigan Avenue, secretary."

In response to this appeal \$10,781.08 were received by Dr. Walter Hay, secretary, and \$10,781.00 were disbursed by Dr. Nathan Smith Davis, treasurer, the balance of eight cents being still intact. As a part of this aggregate were eighteen checks for \$50 each, disbursed by a committee of physicians from St. Louis, who were advised relative to its distribution by the Chicago Medical Relief Society. By the courtesy of Dr. Walter Hay, the following tabulated statement of receipts is, for the first time, given to the public; the table of expenditures can not, for obvious reasons, be published. In connection with the liberal contributions made by the New York physicians, it is an acknowledged fact, that, to the exertions of Frank H. Hamilton, M.D., of New York, the medical profession of Chicago is mainly indebted for the relief received from the former city. A schedule of the money received is as follows:

1871.		
Oct. 21.	Physicians of St. Louis, per Drs William S. Edgar and J. Hermann	\$ 900 00
Oct. 24.	Academy of Medicine, Cincinnati, per C. C. Comegys, president	392 00
Oct. 24.	Francis Minot, Boston, Mass.	10 00
Oct. 24.	Dr. Mergler, Wheeling, Cook Co., Ills.	20 00
Oct. 24.	Dr. H. Kiefe, Detroit, Mich.	25 00
Oct. 27.	Dr. S. T. Hubbard, treasurer N. Y. Executive Committee	2,000 00
Oct. 23.	Dr. C. E. Buckingham, Boston	25 00
Oct. 28.	Academy of Medicine, Cincinnati, per C. E. Comegys, M.D., president	65 00
Oct. 28.	Dr. Franklin Bonney, Hadley, Mass.	14 00
Nov. 1.	Kings County Medical Society, Brooklyn, L. I., per Dr. J. H. H. Burge and Dr. Gunn	1,000 00
Nov. 1.	New York Executive Committee, per Dr. S. T. Hubbard, treasurer	2,000 00
Nov. 6.	German Physicians of Baltimore, per Dr. A. Friedenwald, president, and Dr. Ernst Schmidt	132 00
Nov. 6.	Dr. A. Friedenwald, Baltimore	5 00
Nov. 6.	Kings County Medical Society, Brooklyn, L. I., per Dr. J. H. H. Burge and Dr. Moses Gunn	100 00
Nov. 15.	New York Executive Committee, per Dr. S. T. Hubbard, treasurer	1,000 00
Dec. 2.	St. Louis physicians, per Dr. W. S. Edgar, treasurer	100 00
Dec. 5.	Dr. J. C. Reeve, Dayton, Ohio	10 00
Dec. 6.	New York Executive Committee, per Dr. S. T. Hubbard, treasurer	500 00
Dec. 8.	Kings County Medical Society, per Dr. J. H. H. Burge and Dr. Moses Gunn	238 00
Dec. 11.	Dr. John McCurdy, Youngstown, O.	10 00

Dec. 14.	Physicians of Lowell, Mass., per Dr. Burnham, of Lowell, and Dr. David Dodge, of Chicago	\$ 105 00
Dec. 14.	Medical Society of San Francisco, Cal., and other physicians, per Drs. Dean, president, and Gibbons, secretary (gold draft)	253 08
Dec. 22.	Rensselaer County Medical Society, Lansingburgh, N. Y., per Dr. George H. Hubbard, president	75 00
Dec. 23.	Dr. J. C. Reeve, Dayton, O. (2d)	5 00
Dec. 23.	Medical Society of the District of Columbia	200 00
1872.		
Jan. 3.	New York Executive Committee, per Dr. S. T. Hubbard, treasurer	150 00
Jan. 15.	Dr. Francis Minot, Boston, per Dr. N. S. Davis	25 00
Jan. 17.	Dr. J. Ludlow, treasurer of Philadelphia Executive Committee	1,115 00
Jan. 18.	Boyle Co., Ky., Medical Society, per Drs. J. D. Jackson and N. S. Davis	35 00
Jan. 30.	Dr. J. R. Gibson, U. S. Army, Yorkville, S. C.	5 00
Feb. 2.	Dr. J. G. Richardson, Philadelphia	20 00
Feb. 9.	Francis H. Brown, M.D., 97 Waltham Street, Boston, Mass.	97 00
Feb. 10.	S. T. Hubbard, treasurer New York Executive Committee	150 00
Total		\$10,781 08

At the date when the final account of Dr. Walter Hay, secretary, and Dr. Nathan S. Davis, treasurer, were submitted, a vote of thanks was given those officers and the committee; and the Medical Relief Committee, which had performed so much good in so unostentatious a manner, ceased to be.

HOMEOPATHY.

The history of this branch of the medical profession has the same general statement applicable thereto, as pertains to the Allopathic school. The homeopaths, by their successful surgical and medical practice, commanded the respect of the older school and recognition from the public.

There were no cases of organized opposition to the homeopathic practitioners, nor many cases of individual antagonism, until the breaking out of the War, when the board of allopathic practitioners found themselves in a quandary, by the application of Gaylord D. Beebe for a position in the army. By this application, the board were forced into hostility, for how were they to examine a homeopath? As to his surgical qualifications, the matter was sufficiently easy of solution; but there was a probability that the patients, whom the prospective surgeon would be called upon to administer unto, would require other than surgical treatment, and how could they endorse the treatment by the homeopathic pharmaceutical theses? Hence, the board were compelled to oppose Dr. Beebe and refuse to examine him.*

This case naturally incensed the adherents of the new school, and created animadversion on the procedure of the board of examiners.

But the fruition of their effort and merit has dissolved the old lines of demarkation, and homeopathic and allopathic physicians have been found in unity, the talents of each school engendering a mutual respect and esteem, and the emulation, a praiseworthy effort, to see who could the most effectually relieve distress and suffering, both bodily and mental.

* Dr. Beebe's success in procuring an examination at Washington, and passing the same, will be found narrated in his biography, on page 469, vol. 1.



Yours Truly
D. J. Smith M. D.

The history of the college which was the center of the homeopathic system is, briefly, as follows:

HAHNEMANN MEDICAL COLLEGE.—In the summer of 1859, the homeopathic physicians of this city were convened to organize the college and nominate the faculty and officers. The following gentlemen were nominated, and subsequently confirmed by the board of trustees: David Sheppard Smith, president of the faculty and, ex officio, president of the board of trustees; George E. Shipman, secretary and treasurer; A. E. Small, professor of the theory and practice of medicine; George E. Shipman, professor of materia medica and therapeutics; H. K. W. Boardman, professor of surgery; J. L. Kellogg, professor of obstetrics; Reuben Ludlam, professor of physiology and pathology; Nicho. F. Cooke, professor of chemistry and toxicology; Gaylord D. Beebe, professor of anatomy; and George Payson, lecturer on medical jurisprudence. Mr. Payson was not a doctor of medicine, as were the professors. The faculty then met, and selected A. E. Small dean, and Reuben Ludlam registrar. At this meeting it was decided to inaugurate a fall and winter curriculum of lectures, continuing for twenty weeks, at No. 168 South Clark Street, the rooms being situated in the marble block



HAHNEMANN MEDICAL COLLEGE.

adjoining Witkowsky Hall, near Monroe Street. The course commenced October 15, 1860, with twenty-five students, eleven of whom, who had previously attended lectures at other institutes, were graduated at the public commencement, held on February 14, 1861. These graduates were C. M. Burnham, R. J. Curtis, F. F. Dederkey, C. S. Dunscombe, George E. Husband, E. M. P. Ludlam, John Moore, W. K. Palmer, A. W. Phillips, F. L. Vincent and C. A. Williams.

The faculty of Hahnemann Medical College have been as follows,* during the years from 1861 to 1871:

Professors of principles and practice of medicine: A. E. Small, 1861-63; theory and practice of medicine: A. E. Small, emeritus, 1864-69; C. S. Smith, 1870; N. F. Prentice 1871.

Professor of materia medica and therapeutics: George E. Shipman, 1861-63; George E. Shipman, emeritus, 1864-70; David

* D. S. Smith was president of the college from 1861 to 1866, and A. F. Small for the years 1870-71. George E. Shipman was secretary from 1861 to 1864, and Henry M. Smith from 1864 to 1871. A. E. Small was dean of the faculty from 1861 to 1869, and R. Ludlam in 1870-71.

Sheppard Smith, 1864-65; E. M. Hale, 1866; materia medica, therapeutics and medical botany, E. M. Hale, 1867; materia medica and therapeutics, Temple S. Hoyle, 1870-71; C. J. Hempel,* emeritus, 1871.

Professor of medical jurisprudence: A. E. Small, 1864-65; medical jurisprudence and insanity, C. Woodhouse, 1866-69.

Professor of chemistry and toxicology: Nicho. F. Cooke, 1861-63; Rodney Welch, 1864-71.

Professor of physiology, pathology and clinical medicine: R. Ludlam, 1861-63; C. F. Reed, 1864; H. P. Gatchell, 1865-67; H. P. Gatchell, emeritus, 1868-69; J. S. Mitchell, 1868-71.

Professor of obstetrics and the diseases of women and children: J. L. Kellogg, 1861-63; R. Ludlam, 1864-71.

Professor of surgery and surgical anatomy, Henry Kirk White Boardman, 1861-63; Gaylord D. Beebe, 1864-65; surgery, G. D. Beebe, 1866-69 principles and practice of surgery, Willis Danforth, 1870-71.

Professor of anatomy: Gaylord D. Beebe, 1861; general and descriptive anatomy, W. Handford White, 1862-63; D. Alphonso Colton, 1864-67; H. C. Allen, 1868-69; S. P. Hedges, 1870-71.

Professor of surgical and pathological anatomy: J. S. Mitchell, 1866-67; D. Alphonso Colton, 1868; practical and pathological anatomy, D. A. Colton, 1869-70, emeritus, 1871.

Demonstrator of anatomy: D. A. Colton, 1862-63; C. A. Wilbur, 1864-65; H. S. Sloan, 1866; E. A. Ballard, 1870.

Assistant to chair of anatomy: J. W. Streeter, 1870.

Professor of chemistry and medical jurisprudence: F. A. Lord, 1862-63; physiological and medical chemistry, F. A. Lord,† 1864-71.

Professor of medical botany and pharmacology: E. M. Hale, 1870-71.

Professor of clinical medicine: Leonard Pratt, 1870.

Professor of special pathology and diagnosis: Leonard Pratt, 1871.

Lecturer on psychological medicine, R. N. Foster, 1870.

Lecturer on the diseases of children, R. N. Foster, 1871.

Lecturer on the diseases of the eye and ear, W. H. Woodyatt, 1871.

The following table gives the number of students and graduates from the institution of the working college until 1871:

TERM.	NO. STUDENTS.	NO. GRADUATES.
1860-61	29	11
1861-62	29	11
1862-63	31	11
1863-64	20	5
1864-65	42	13
1865-66	59	26
1866-67	60	26
1867-68	57	24
1868-69	53	24
1869-70	50	19
1870-71	90	38
1871-72	92	32

The quarters of the college remained on Clark Street until 1868, when they were removed to No. 619 (now 1237) State Street, and over an edifice used as a vinegar-factory. Here the faculty and the students remained until October 3, 1870, when their elegant building on Cottage Grove Avenue was completed, at a cost of \$18,000, and the first lecture given on that date. A hospital was also erected on Groveland Park Avenue, and therein students had the advantage of clinical instruction. Hon. J. Y. Scammon donated the ground upon which this hospital was built. One additional fact in connection with this college places it in the front rank of the progressive institutions of the country, it having thrown open its doors to female students in 1869, two of whom, Mrs. R. H. Harris and Mrs. M. B. Camm, graduated at the session of 1870-71. These were the first ladies graduated in Chicago, and Hahnemann College was the first medical institution that conferred diplomas upon the opposite sex.

* Dr. Hempel was a translator of note. Among his translations are: Schiller's works and twenty volumes of medical works.

† Dr. F. A. Lord died in the fall of 1880. The U. S. Medical and Surgical Journal, commenting thereupon, stated that "his lectures upon physiological chemistry, delivered in this college, were probably in advance of anything of the kind that has been attempted in this country."

ALVAN EDMUND SMALL, A.M., M.D., president of Hahnemann Medical College and Hospital of Chicago, is one of the oldest resident physicians of this city. He was born in Wales, Lincoln Co., Maine, March 4, 1811, and attended the public schools until he was sixteen years of age. By that time he had so distinguished himself for scholarship, that he was chosen as principal of one of the district grammar schools. After teaching for a time, he commenced an academic course at Monmouth, in his native State, and, completing a four-years course, he was installed as principal of one of the city schools in Bath, Maine, which position he filled with great acceptance for two years. While engaged in his work as teacher, he continued to be himself a diligent student of English and classical literature, as a private pupil of Hon. Benjamin Randall, then representative in Congress. Having determined to study medicine, the young teacher placed himself under the tuition of Dr. H. B. C. Green, of Saco, Maine, a man eminent for his ability and success as a physician. With Dr. Green he studied for two years, and then completed his medical education in Philadelphia, at the old Pennsylvania School, the Mecca of medicine in this country. His first location for practice was in Delaware County, Penn., where he remained until 1845, when, after embracing homeopathy, he removed to Philadelphia, and engaged in a general practice. During the years of his practice in that city, he gained an enviable reputation as an unusually skillful and successful physician, and in 1849 was appointed the first professor of physiology and pathology in the Homeopathic Medical College of Pennsylvania, which institution had the honor of being the first regularly chartered homeopathic school in the world. In 1853, he was transferred to the chair of institutes and practice in the same institution. When Dr. Small severed his connection with this college, in order to remove to Chicago, the trustees and faculty, in a very earnest and eulogistic series of resolutions, expressed their sense of the loss sustained by them. Dr. Small removed to Chicago in 1856, and entered upon a general practice. Here his reputation followed him, and his success as a physician soon made him one of the marked medical men of Chicago. When the Hahnemann Medical College of Chicago was organized, in 1859, Dr. Small was elected to the chair of theory and practice, and also became dean of the faculty. In 1865, he was honored by being made emeritus professor of the same chair. For thirty-five years of his professional life, Dr. Small has served in the capacity of a medical teacher. In that time he has delivered over two thousand lectures, and hundreds of physicians throughout the country remember his instructive and earnest addresses with pleasure and appreciation. Besides his regular professional duties, Dr. Small has been for many years engaged in editorial work, having been a voluminous author and writer of medical review articles, and a journalist. His published works include the "Manual of the Homeopathic Practice," which has passed through fifteen editions, and been translated into the German language; a volume on "Diseases of the Nervous System"; and monographs on various subjects, that have given him a world-wide reputation. For thirty-two years he has been an active and most valued member of various medical societies. He has held the office of president of the Illinois State Homeopathic Medical Association, and also of the American Institute of Homeopathy; he is a life-member of the Chicago Academy of Sciences and of the Chicago Historical Society. In his intercourse with his professional brethren, his uniform courtesy, kindness and genuine good-will toward all, have marked him as a man to be loved for his admirable qualities of mind and heart, as well as respected and admired for his ability and talents. At the age of nearly seventy-four, he possesses the baleness, vigor and geniality of youthful prime, and is a striking example of self-culture of mind and care of the physical system.

REUBEN LUDLAM was born at Camden, N. J., on October 7, 1831, and was the son of Jacob W. Ludlam, a distinguished physician of that place, who removed to Illinois, and died at Evanston in 1858. During his adolescence, Reuben Ludlam manifested a talent and taste for medical science, and commenced a systematized course of study under the tutelage of his father, and accompanied him on his visits to his patients. Six years were devoted by him to the special preparation for his medical work, and his proficiency was demonstrated by the degree of Doctor of Medicine being conferred upon him by the University of Pennsylvania, in March, 1852. Shortly after this, he removed to Chicago, and became a convert to the doctrines of Hahnemann. Upon the organization of the first faculty of the Hahnemann Medical College, in 1859, he accepted the professorship of physiology, pathology and clinical medicine, and after four years he was transferred to the chair of obstetrics and diseases of women and children, a position that he is naturally, and by education peculiarly qualified to fill, as he has

given special attention to the diseases that are included in that department. He has devoted a great deal of time to the study of uterine surgery, both in this country and in Europe, and, having combined years of practice with years of arduous study, Dr. Ludlam is the acknowledged leading gynecologist of the homeopathic school in the United States, and, as such, he is a prominent pillar of the success of Hahnemann Medical College, of whose faculty he is dean. He is an accomplished French scholar, and thus is enabled to pursue his scientific investigations in both the English and French works and periodicals. As a medical writer, Dr. Ludlam is clear, graceful and logical; his writings manifest the careful research and laborious investigation that are the key-notes of his success, and for this reason they are regarded as authoritative upon the topics of which they treat. For six years, he was editorially connected with the North American Journal of Homeopathy, published in New York, and for nine years with the United States



Medical and Surgical Journal, published in Chicago. In March, 1863, a Chicago house published "A Course of Clinical Lectures on Diphtheria," of which Dr. Ludlam was the author, and which was the first medical work ever issued in the Northwest. In 1871, however, another volume, entitled "Clinical and Didactic Lectures on the Diseases of Women," made its debut, from his pen and became at once a recognized text book in all homeopathic medical colleges. It has run through five large editions, and has been translated into French, and published in Paris by Delahaye. In 1879, Dr. Ludlam, in addition to his other multifarious duties, translated a work on Clinical Medicine from the French of Jousset, adding many original and valuable notes. The literary and medical successes of Dr. Ludlam naturally attracted the attention of other States to him, and, in 1868, the Home Infirmary for the Diseases of Women, in New York, tendered him the position of physician thereto; and, in 1870, he was elected professor of obstetrics and diseases of women and children in the New York Homeopathic College; but, being satisfied with Chicago, Dr. Ludlam declined these proffered honors. Among many positions whereby the estimation of his associates has been manifested may be mentioned the presidency of the American Institute of Homeopathy, of the Chicago Academy of Medicine, of the Western Institute of Homeopathy, of the Illinois Homeopathic Medical

Society and of the Clinical Society of Chicago. Dr. Ludlam was also a member of the Medical Department of the Relief and Aid Society, which performed such a gigantic eleemosynary work after the great fire. In this department he was the sole homeopathic physician, and is now the representative of his school of medicine on the State Board of Health. Dr. Ludlam is also the editor of the *Clinique*, a magazine that is the recognized expositor of homeopathic medical science in this city. Dr. Ludlam has been twice married; his first wife, Anna M. Porter, of Greenwood, N. J., dying three years after marriage. By his second wife, Harriet G. Parvin, of New York, he has a son, who bears the same name as his father.

NICHOLAS FRANCIS COOKE was born, on August 25, 1829, at Providence, R. I., the great-grandson of Hon. Nicholas Cooke, the first Continental Governor of Rhode Island. Early in life he decided upon entering the medical profession, and so prosecuted his studies for several years as private pupil of Rev. Thomas Sheppard, D.D., of Bristol, R. I., and with a special course of instruction imparted by Professor Henry S. Frieze, now professor of the Latin language and literature in the University of Michigan, also receiving special instruction in medical science from Usher Parsons, M.D., of Providence, R. I. In 1846, Dr. Cooke entered Brown University, and was a contemporaneous student, although not a classmate,

Nicholas Francis Cooke

with President Angell, of the University of Michigan. From 1849 until 1852, he traveled in foreign countries and utilized the medical knowledge, previously acquired, by performing the function of ship's surgeon on several of the vessels upon which he sailed. After making a circuit of the globe, he returned to the United States in 1852, to pursue the study of medicine, and entered the medical department of the University of Pennsylvania, also attending lectures at Jefferson Medical College. At about this time Dr. Cooke commenced the investigation of the principles and practice of homeopathy, for the purpose of making intelligent refutation of its tenets; but "though he came to scoff, he staid to pray," and became a firm adherent and exponent of its doctrines, graduating from the Homeopathic Medical College of Pennsylvania in the class of 1853-54. After his graduation he commenced the practice of medicine in Providence, R. I., with A. H. Okie, M.D., who was the first homeopathic graduate in the United States. In 1855, Dr. Cooke removed to Chicago, since which time, until his death, he was identified with the homeopathic practitioners of this city; where his scientific attainments, his classical scholarship and his varied and notable accomplishments not alone brought deserved repute to the man but also to the profession he adorned. In 1859, when the Hahnemann College was organized, he was selected as professor of chemistry, and afterward professor of theory and practice of medicine, which latter chair he occupied until he resigned in 1870. In addition to these positions, Dr. Cooke was twice elected to the professorship of the theory and practice of medicine in different medical institutions, with solicitations to remove his residence to the locations of the colleges; but he decided that Chicago was to be his permanent abiding place, and this decision caused him to resign the professorship of special pathology and diagnosis of the Fulte Homeopathic College, of Cincinnati, he having accepted that chair at the opening of the college in 1872, retaining it until the termination of the session. The Legislature of Michigan having decreed that a chair of theory and practice in the medical department of the University of Michigan should be awarded to a member of the homeopathic profession, a convention of that class of physicians was held at Ann Arbor, Mich., on the 7th of May, 1873, and Dr. Cooke was the first of the three physicians nominated for that professorship from whom the regents of the University were to make their selections. He was an able and scholarly author, and contributed extensively to both general and medical literature, including two comprehensive and notable works, entitled "Satan in Society" and "Antiseptic Medication." Dr. Cooke was married, on the 15th of October, 1856, to Laura Wheaton Abbot, of Warren, R. I., daughter of the late Commodore Joel Abbot, a highly distinguished officer of the "old" United States Navy, and has four children—Nicholas Francis, Jr., Abbot Stanislaus, Joseph Walter, and Mary Gertrude. The various attainments and qualifications of Dr. Cooke received, in 1880, another merited recognition,—the emeritus professorship of special pathology and diagnosis in the Hahnemann Medical College and Hospital of Chicago. He was a member of the American Institute of Homeopathy since 1854, becoming a "senior member" in 1878, and was elected vice-president of that body in 1879. He was made Doctor of Laws by St. Ignatius College, June 5, 1871. His death occurred on February 1, 1885, of disease of the heart, very suddenly; and

thereby society lost an upright and honorable gentleman, the profession one of its most intellectual and capable members and his friends one whose memory will ever remain with them as one of the gentlest, yet staunchest, of men. His skill and experience have alleviated innumerable instances of bodily suffering; his kindly sympathy and ready benevolence were to the full as effectual in helping mental and physical distress; and none who sought his aid and counsel, as a physician or friend, "came empty away."

GEORGE E. SHIPMAN, M.D., founder and superintendent of the Foundlings' Home, was born on March 4, 1820, in the city of New York. After a residence of a year and a half at Middlebury College, Vermont, in the fall of 1836 he entered the sophomore class of the University of the City of New York, from which he graduated in 1839. He pursued his medical course in the College of Physicians and Surgeons, under the direction of Dr. Alfred C. Post, of New York City. He commenced to practice in January, and in September graduated from the college. Dr. Shipman came west soon afterward, going first to Peoria, but, in January, 1844, moved to Andover, Henry Co., Ill. In April, 1845, he married Miss Fannie E. Boardman, of Northford, Conn., and came to Chicago in October, 1846. At this period there were not more than half a dozen regular practicing physicians of the homeopathic school west of Buffalo. Dr. Shipman soon was recognized as a practitioner of ability, and when the homeopaths commenced to gain in number and influence, he took a most active part in organizing them into the local societies. In 1851, he was instrumental in the formation of the Western Homeopathic Association, and, in 1857, was appointed one of the homeopathic board who were allowed by the Common Council to be in attendance upon the patients of the new city hospital. In 1854, he had established the first homeopathic hospital in the city, on Kinzie Street; and, in 1855, when the Hahnemann College was founded, through the efforts of Dr. D. S. Smith, he was, by the act of incorporation, made one of its first board of trustees. Dr. Shipman subsequently became a member of the faculty, taking the chair of materia medica and therapeutics. He continued in the successful practice of his profession, and, in January, 1871, opened the Foundlings' Home, the noble charity of which he still has the active management. It was first established at No. 54 South Green Street, but, for want of space, was afterward removed. Until May, 1872, Dr. Shipman carried the whole responsibility of the enterprise upon his own shoulders; but, at that time, the Home was incorporated and a board of trustees appointed under the general act. Two years thereafter, a removal was effected to its fine quarters on South Wood Street. As secretary and superintendent of the Foundlings' Home, he is still actively engaged in the practice of the profession which he has so long adorned and through which he is

Geo E. Shipman

now doing so magnificent a work. In October, 1848, he began to publish the North-Western Journal, a monthly of sixteen pages, which was continued for four years. This was the first Homeopathic Medical Journal published in the West. At the second annual meeting of the Western Institute of Homeopathy, held in St. Louis, May, 1865, he was appointed editor of the United States Medical and Surgical Journal, published under the auspices of the Western Institute, the first number of which was issued in Chicago in September, 1865, and filled this position for five years with signal ability. At the request of Dr. VonGrangville, surgeon-in-chief of the Bavarian army, he translated his Text-book of Homeopathy from the German, it being first published in the year 1870. Dr. Shipman has eight living children and twenty-three grandchildren.

THOMAS CATION DUNCAN, M.D., one of Chicago's very prominent physicians, is a native of Scotland, where he was born August 18, 1840. When he was but two years of age, his parents emigrated to Western New York, where they settled at Peoria. They there remained until 1848, when they again removed to Waukesha County, Wis., and there located. He there attended the public schools until he was seventeen years of age, when he entered the Palmyra High School, and from there went to Milton College. Having decided upon medicine as his profession, he was devoting his studies especially with that end in view, and had made fair progress when the news of Fort Sumter's fall flashed through the country. Mr. Duncan immediately dropped his books and enlisted in the 1st Wisconsin Cavalry Volunteers. At Cape Girardeau he went into hospital service, where he remained until 1863, when, his health failing him, he left the service and returned to the North, and resumed his studies. He subsequently entered Hahnemann Medical College, from which institution he graduated with honor in 1866. Soon afterward he was appointed editor of the United States Medical Investigator, which position he still holds.

In 1860, he was elected lecturer on diseases of children in the Hahnemann College, and, in 1881, was elected clinical professor of diseases of children in Chicago Homeopathic Medical College, which position he filled for two years; but his extensive practice, added to the onerous labors consequent upon his occupancy of the editorial chair of a weekly medical journal, compelled him to resign his professorship. Doctor Duncan is a member, honorary and active, of a number of medical, literary, social and other organizations. He is also a voluminous writer, and his contributions to the medical and secular press display a philosophical as well as very practical mind. He is the author of a number of valuable medical treatises and works; among the latter is one entitled "Diseases of Infants and Children, and their Homeopathic Treatment," which is an eminent authority and text-book in this branch of medicine. The doctor's interest in children, as consulting physician to the Chicago Foundlings' Home, and his success in their treatment, led his friends to urge him to write a guide to mothers. This has been well executed in the book entitled "Feeding and Management of Children, and the Homeopathic and General Management of their Diseases." Doctor Duncan has been equally successful in the practice of his profession as with the literary laurels he has won by the use of his pen, and there are few practitioners who are more justly honored by the profession and esteemed by their clients, than Dr. T. C. Duncan.

EDWIN M. HALE, M.D., was born at Newport, N. H., in the year 1829, and is the son of Dr. S. Hale, a lineal descendant of the Hales of Norfolk, England. At the age of seven, his parents removed to Fredonia, Ohio. At the age of twenty, he began the study of law, but, finding it uncongenial, cast it aside, and entered the office of Dr. Blair, a prominent homeopathic physician of Newark, Ohio. Matriculating in the Cleveland Homeopathic College in 1850, he graduated therefrom in 1859, having practiced medicine in Jonesville, Mich., in the interval. While there he became associate editor of the North American Journal of Homeopathy and of the American Homeopathic Observer. In 1860, he produced "A Monograph of Gelsemium" and followed it by a work entitled "The Materia Medica and Therapeutics of New Remedies." During the year 1864, he accepted the chair of materia medica in the Hahnemann Medical College of Chicago, and was then associated with Dr. A. E. Small of this city. He produced "Therapeutics of Sterility" in 1869, a work of rare merit, and one year later was elected lecturer on diseases of the heart in the Hahnemann College. His lectures have since been published, and the work is now in its ninth edition. "A Compendium of Health," a large and exhaustive work, which has had an immense sale, containing the best remedies and methods of treatment for both men, animals, birds, etc., was written under his editorial supervision. His greatest work "New Remedies," has been re-printed in French, German and Spanish. He was married, October 18, 1855, to Miss Abbie George, of Jonesville, Mich., and has two children—Dr. Albert B. Hale and Mrs. Frances G. Gardiner, of this city. Dr. Hale was one of the organizers of the Chicago Homeopathic College, and is now one of the emeriti professors. He is an honorary member of the State Medical societies of New York, Michigan, Massachusetts and Illinois, and of the American Institute of Homeopathy, and associate editor of several medical journals.

SAMUEL PARKER HEDGES, M.D., was born at Sinclairville, Chautauqua Co., N. Y., July 23, 1841, and is descended from English ancestors, who came to this country in the seventeenth century. He began his education in the public schools of his native town, and was prepared for college in the Jamestown Academy. Upon reaching his majority, he entered the office of his uncle, Dr. W. S. Hedges, of Jamestown, N. Y., and was in the midst of his medical studies when the first gun of the Rebellion was fired. He enlisted as a private in the 112th New York Volunteer Infantry, July 23, 1862, and was elected sergeant. In the following December he was made orderly sergeant, and shortly after received the commission of second lieutenant, and was placed upon the staff of General R. S. Foster. For distinguished services and praiseworthy conduct in the heat of battle, he was commissioned first lieutenant and adjutant of his regiment. During an engagement on James River he was captured. After long confinement in the Southern prisons, he was returned to the Federal lines broken in health, and was not fit for active service, until May, 1865. He was then appointed surgeon of Co. "F," and was assigned to duty on the staff of his brigade, under Colonel E. M. Ludwick, as acting assistant adjutant-general, and in 1865 was honorably discharged. He then resumed his medical studies in the Cleveland, Ohio Homeopathic College, commencing until 1866, when he came to Chicago, and studied under the celebrated Professor Nichol F. Cooke. Matriculating in the Hahnemann Medical College, he graduated therefrom in 1867. He was married to Miss Rachel Danforth, daughter of E. H. Danforth of Jamestown, N. Y., March 13, 1867, and has five children—William E., Robert D., Grace and Samuel. Dr. Hedges was corresponding secretary of the Illinois

State Homeopathic Society for three years, secretary of the Cook County for two years, and was called to the chair of general and descriptive anatomy in his Alma Mater, and now is physician-in-chief of the Chicago Orphan Asylum. He was, also, one of the trustees of the Northwestern Theological Seminary. He is an active member of the American Institute of Homeopathy.

TEMPLE STOUGHTON HOYNE, M.D., the eldest son of Thomas Hoyne, LL.D., one of the oldest members of the Chicago Bar, and grandson of Dr. John T. Temple, of St. Louis, was born in Chicago, October 16, 1841. His first school days were spent in the Dearborn School, on Madison Street, opposite the old McKivker's theatre. When ten years of age, he was placed under the instruction of private tutors, and subsequently attended various select schools, until prepared to enter the Chicago University in 1862. He took the regular course in that institution, and graduated in 1863, receiving the degrees of B.S., M.S. and A.M. He then became a student under the tuition of Dr. Frank H. Hamilton, of New York City, and matriculated in the Bellevue Medical College of that city, receiving his diploma in 1865. Returning to Chicago in the same year, he began practice as a physician. During the War he was one of the volunteer surgeons called for by the governor of New York, and had charge of a Fredericksburg hospital at the time of the battle of the Wilderness. Dr. Hoyne was married, October 17, 1866, to Miss Fannie H. Vedder, of Palatine Bridge, N. Y., and has one daughter—Maud. Dr. Hoyne is a graduate of the Chicago Hahnemann Medical College, and occupies the responsible position of professor of practice and also of treasurer of that institution. He is the author of several valuable works, among which may be mentioned, "Clinical Therapeutics," and "A Monograph on Urinary and Venereal Diseases." He is also the editor of the Medical Visitor.

ROBERT NEWTON TOOKER, son and seventh child of Manly and Roxana (Farwell) Tooker, was born at Rochester, N. Y., on March 28, 1841. Shortly after his birth, his parents moved to Geneva, N. Y., where the early childhood of Robert Newton was passed. When he had reached his eighth year, the family again changed its place of residence. During the following ten years, young Tooker drifted from place to place in Western New York, in company with his parents, owing to the fact that the senior Tooker was a member of the Methodist ministry. In 1859, at the age of seventeen, Robert Newton entered the Genesee College, at Lima, N. Y. He had early given evidence of the possession of a studious mind, and, in order to foster the inclinations manifested, he was accorded the benefit of a college course, which continued uninterruptedly through four years, thus he acquired a thorough and general education. At college, he evinced tastes of a decided literary character, which, later in life, associated themselves closely with his reputation as a physician. Leaving Genesee College, he became, in 1863, a student in Rush Medical College, having acquired a desire for the study of medicine, where he remained for two years, prosecuting his studies with a vigor and an eagerness that foretold the success that awaited him. In 1865, he entered the Bellevue Hospital Medical College, of New York, from which institution he graduated with honors. Shortly afterward he was commissioned acting assistant surgeon of the United States Army, and was sent to the Barracks Hospital at New Orleans. After remaining there a year, he resigned his commission, and associated himself with his brother-in-law, Dr. J. E. Gross, who had established a Sanitarium at Richmond, Ind., taking charge of the male department of the institution, in which capacity he served for three years. At the expiration of that time he went to Cincinnati, Ohio, and for five years practiced his profession in that city. In 1873, he came to Chicago, where he has continued to reside and practice his profession. Dr. Tooker comes of a family noted for its exceptional educational attainments; his father was a man of broad knowledge and literary culture, and he held every office of trust in the gift of the Methodist Church, except that of Bishop. From his father Dr. Tooker inherits his literary talents, which have shed no little luster upon the pages of the "Medical Era," of which he is the editor. Dr. Tooker is a ready and brilliant writer, an independent thinker and philosophical reasoner, who has done much to enlighten the profession through the instrumentality of the "Era." He is noted for the interest he takes in young beginners in the profession, and there are many who can testify to the substantial encouragement they have met with from him. It is scarcely necessary to say that he occupies a prominent place among the medical fraternity of Chicago. He is president of the Illinois Homeopathic Medical Association, ex-president of the Chicago Academy of Homeopathic Physicians and Surgeons, and a member of the American Institute of Homeopathy. He has the honor of being one of the founders of the Chicago Homeopathic Medical College, in which, for five years, he filled the chair of physiology, since which time he has occupied the chair of professor of diseases of children. On May 18, 1868, in the city of Chicago, he was married to Clara Ann Johnson, by whom he has had six children, three of whom are living.

A. W. WOODWARD was born July 18, 1839, at Barnstable, Mass. In 1847, he came to Galena, Ill., and received his preliminary education at the preparatory school at Platteville, Wis., under the celebrated president Professor J. L. Pickard, L.L.D., where he remained until 1857. He became interested in the study of medicine, and after deciding upon that as the profession which he would follow in his life's work, seized on every opportunity to read authorities upon that subject. In 1860, he came to this city, and engaged in mercantile pursuits until January, 1862, when he enlisted as a private in the 1st Illinois Artillery Volunteers, and was assigned to the battery commanded by Captain H. C. Waterhouse. He was among the first to join that regiment, and was promoted second lieutenant. The first engagement in which he participated was the battle of Pittsburg Landing, subsequently being present through the taking of Memphis, Tenn., and the first attack on Vicksburg, Miss. In 1863, in consequence of physical disability, he resigned his commission, and shortly thereafter entered Hahnemann Medical College of this city, from which he graduated in 1865. He immediately commenced practicing here, in which he has met with great success, and is at present one of the faculty of the Homeopathic Medical College, having been professor of materia medica and therapeutics since the organization of the college. In 1870, he married Miss Abbie E. Briggs, of Oakland, Cal.

CHICAGO HOMEOPATHIC MEDICAL SOCIETY.—The Chicago Homeopathic Medical Society was organized April 2, 1857, and held its first meetings at the offices of the prominent homeopathic practitioners of that period. After the establishment of the college at No. 168 South Clark Street, they held their meetings there. The earliest officers were A. E. Small, president, and Reuben Ludlam, secretary. In 1867, the Cook County Medical Society was formed, of which John Davies was president, Thomas C. Duncan secretary, and Temple S. Hoyne, treasurer. This Society, in 1869, was designated the Society of Homeopathic Physicians of the Chicago Academy, and Reuben Ludlam was president, John Davies vice-president, Temple S. Hoyne treasurer, and S. P. Hedges corresponding secretary. In 1870, Dr. Ludlam was still president, Willis Danforth was vice-president, Temple S. Hoyne treasurer, and John Davies corresponding secretary. During the same year the society became the Chicago Academy of Medicine, and its office was at No. 66 Lake Street, the officers being: Reuben Ludlam, president; Willis Danforth, vice-president; Temple S. Hoyne, recording secretary; John Davies, corresponding secretary; E. M. P. Ludlam, treasurer; F. A. Lord, C. A. Wilbur and A. W. Woodward, censors.

HOMEOPATHIC DISPENSARIES.—About May, 1859, Dr. Edward Rawson opened, at the office of the Ministry-at-large, on Washington Street, a homeopathic dispensary, where, in three months, one hundred and thirty-five patients were treated. On November 25, 1859, the building was demolished by the fall of Bryan's building, and three days thereafter the dispensary was re-opened in the basement of the Methodist Church Block, No. 104 Washington Street, where it existed for a few months. This was, presumptively, the first homeopathic dispensary in the city. On January 7, 1860, the central dispensary was opened at the office of Dr. John Davis, No. 86 LaSalle Street, opposite the Court House, where Drs. George E. Shipman, Stephen Seymour, Reuben Ludlam and Julius Ulrich were the physicians, and Drs. H. K. W. Boardman and John Davis were the surgeons. During 1860, the dispensary was removed to No. 168 South Clark Street, and re-organized under the charter of Hahnemann Medical College, where it was placed in the general charge of the faculty of the college. It was in this dispensary that the first course of clinical lectures on homeopathy ever delivered in the Northwest, was given by Dr. Reuben Ludlam.

DENTISTS.

THE CHICAGO DENTAL SOCIETY was organized on March 8, 1864, with the following officers:

E. W. Hadley, president; J. H. Young and L. Bush, vice-presidents; E. W. Sawyer, recording and corresponding secretary; J. C. Dean, treasurer; L. H. Haskell, S. D. Noble and William Albaugh, executive committee; W. W. Allport, librarian.

The officers for subsequent years were as follows:

1865—G. H. Cushing, president; J. W. Ellis and J. C. Fuller, vice-presidents; J. C. Dean, secretary; S. B. Noble, treasurer; W. A. Stevens, librarian; A. J. Harris, William Albaugh and J. N. Young, executive committee. 1866—J. W. Ellis, president; M. W. Sherwood and S. B. Noble, vice-presidents; James C. Dean, secretary; William Albaugh, treasurer; W. A. Stevens, librarian; A. G. Harris, M. S. Dean and W. C. Dyer, executive committee. 1867—S. B. Noble, president; A. N. Freeman and J. N. Young, vice-presidents; A. E. Brown, secretary; William Albaugh, treasurer; W. A. Stevens, librarian; George H. Cushing, J. W. Ellis and William Albaugh, executive committee. 1868—M. S. Dean, president; W. A. Stephens and A. E. Brown, vice-presidents; A. W. Freeman, secretary; William Albaugh, treasurer; S. B. Noble, G. H. Cushing and A. E. Brown, executive committee. 1869—M. S. Dean, president; A. W. Freeman, secretary. 1870—George H. Cushing, president; E. D. Swain, secretary. 1871—E. D. Swain, secretary.

JONATHAN A. KENNICOTT, D.D.S., a descendant of a celebrated English family of scholars and philologists, is a native of Albion, N. Y., where he was born in 1824. His mother's family came from Kenwood, near Edinburgh, Scotland, and when the doctor settled upon the present site of Kenwood, Cook County, in 1853, he gave that beautiful suburb its name. In 1840, he began the study of medicine with his eldest brother, John A., obtaining the degree of M.D. from Rush Medical College three years thereafter. Instead of practicing medicine, however, he became a partner of another brother, William H., in dentistry. He afterward practiced in Milwaukee which city he left, during 1852, to come to Chicago. The next year he received the degree of D.D.S. from the Ohio Dental College, "for valuable contributions to dental science." Among these were the application of the principles of atmospheric pressure to retain artificial teeth in the mouth, and the process of capping the exposed nerves of teeth instead of pursuing the painful operation of killing them. In fact, Dr. Kennicott has never confined himself to the dull routine of his profession, accepting all its processes without question, but has made the subject of dental science a close study, and is not only a fine practitioner but an acknowledged authority in the most advanced lines of modern research. In 1854, Dr. Kennicott married Miss Marie Antoinette, daughter of the late Allen Fiske and sister of Albert A. and William A. Fiske, both clergymen of the Episcopal Church.

EDGAR DENMAN SWAIN was born at Westford, Vt., on August 14, 1836, the son of Dr. Marcus Swain and Charlotte (Woodbury) Swain. His early education was only that obtainable at the common schools, supplemented by a brief academical course. When he was seventeen years of age he went to Worcester, Mass., and worked in a machine shop for about one year, and while there decided upon adopting dentistry as a profession. He entered the office of a dentist at Saratoga Springs, N. Y., in the spring of 1855, and there remained until 1857, when he removed to Oshkosh, Wis., and commenced the practice of his profession with Dr. L. D. Parker. In 1858, he removed to Aurora, Ill., where he became assistant to Dr. O. Wilson, and remained until 1859, in which year he removed to Batavia, Ill., where he practiced until 1861. In July, 1861, he enlisted in the volunteers, and, raising a company, was elected and commissioned, on July 22, 1861, as captain of Co. "I," 42d Illinois Volunteer Infantry, and he was mustered in, with that rank, on the 17th September, 1861. During the War, he served with honor to himself and his regiment, and was present at all the battles in the Department of the Cumberland, the regiment having been on the skirmish line during the entire Atlanta campaign. On October 13, 1863, he was promoted lieutenant-colonel, and, on April 13, 1864, was commissioned colonel of the regiment, but was never mustered in as such. In March, 1865, he was breveted colonel and placed in command of the regiment, which he retained until July, 1865, when he was, by order of General Stanley, placed in command of the Second Brigade, Second Division, Fourth Army Corps, and remained in command until its muster out in January, 1866. He was mustered out as lieutenant-colonel of the 42d Illinois Infantry Veteran Volunteers on December 16, 1865. He afterward returned to Chicago, and for three years was an assistant to Dr. George H. Cushing, dentist; after which he entered into partnership with Dr. Noble, and, in 1870, established a dental practice on his own behalf. He is an accomplished microscopist, and has paid

much earnest attention and investigation to histology. He was president of the Chicago Dental Society in 1874, and of the Illinois State Dental Society during 1875. He married, in 1869, Miss Clara Smith, daughter of Benjamin Smith, an early settler of this city.

EMANUEL HONSINGER was born in Henrysburg, Canada East, September 12, 1825. While a child, he was brought by his parents to Champlain, Clinton Co., N. Y., where he worked on a farm and attended school until he was seventeen years of age. In his eighteenth year he entered the office of Dr. H. J. Paine, of Troy, N. Y., for the purpose of studying dentistry. In the fall of 1847, he opened an office in Troy and soon built up an extensive and lucrative practice. He continued, however, to study upon the most improved methods of his profession, and among other things invented the rotating gum-lance and the combined blow-pipe and lathe, which are so well-known that a description of them is unnecessary. In April, 1853, Dr. Honsinger removed to Chicago, and opened an office at No. 77 Lake Street, where he remained for thirteen years. In 1864, the Cincinnati Dental College conferred upon him the degree of D.D.S., and in 1866, he was one of the organizers of the Illinois Dental Society. During the latter year, Dr. Honsinger was sent as one of the first general delegates to the American Dental Association, holding its session at Boston. He was for two years vice-president of the State society. The great fire destroyed his valuable library, account books, and all his instruments, the product of many years' thought and labor. He was not a man to be crushed, however, and, establishing an office in his residence was soon upon his feet again. His patrons from all sections of the city followed him to his new quarters, testifying to the fact that he had something more than a professional hold upon them. In 1879, he joined the Park-avenue M. E. Church, and, as one of its most prominent members and trustee, has had the satisfaction of seeing his Church entirely free of financial burdens, prosperous and growing.

ANDREW W. FREEMAN, son of John M. and Matilda M. Freeman, was born at Brookfield, Vt., October 3, 1829. He was kept hard at work on the farm or with the plane for most of the year, and during fall evenings and winter days he studied his books until he was sixteen. He afterward began a preparatory course at Thetford Academy, Vermont, and passed examination for Dartmouth College, which he entered September, 1850. He graduated in 1854. In the hay and harvest field by summer and in the school-room by winter, he obtained most of the means to pay his expenses. Six months of his senior year he was away as principal of Colebrook Academy, N. H. During 1854, he became principal of the Orange County Grammar School. Health failing, he came west to Rockford, Ill., and, in November, 1855, opened and graded the first public school of the city. He was subsequently principal of Homer Seminary, Ill., where he remained two years. While at Rockford, he began the study of dentistry under Dr. J. P. Norman, continuing his pupillage until 1859, when he began practice at Mahomet, Ill. In September, 1860, he commenced his profession in this city, in which he has been successful. He was one of the forming members of the Chicago Dental Society, of which he has been secretary, director and president. He is one of three surviving members of this city who organized the Illinois State Dental Society, and is also a member of the American Dental Association. He is a liberal supporter of Plymouth Congregational Church, and has been honored with its most important offices. On February 14, 1855, he married Aura S. Ingalls, daughter of Judge Waldo W. Ingalls, of Brookfield, Vt. Mrs. John S. Meigs of Normal Park, is their only surviving child.

ROSCOE F. LUDWIG was born at Waldborough, Me., on September 29, 1845, where he attended school until 1857. He then removed to Chelsea, Mass., where he re-entered school and graduated five years later. In 1862, he enlisted, at the age of seventeen, for nine months' service in the 23d Maine Regiment, at the end of which time he returned home and was mustered out of the service. He then came to Chicago, arriving on October 1, 1863, having previously arranged with the well-known Dr. W. W. Allport of this city to study the profession of dentistry. He remained four years as a student, during which time he served a 100-day enlistment in the 134th Illinois Regiment, attended a course of lectures at the Chicago Medical College, a full course at Rush Medical College, and graduated in March, 1867, at the Ohio College of Dental Surgery as D.D.S. Since graduating, he has been in continual practice in Chicago. Dr. Ludwig is very highly spoken of among the dentists of this city as being a thorough and finished operator. He has an extensive practice and his patrons are of the very best class. In March, 1867, he was married to Miss Emma K. Scales. They have had four children, two sons and two daughters. The eldest child, Roscoe F., died in October, 1883, at the age of fourteen; the surviving children are Daisy Emma, Faustina and Leon Eugene.

J. FILLMORE THOMPSON is among the leading dentists here, by reason of his long residence in Chicago, as well as his established reputation. Dr. Thompson was born in Canandaigua, Ontario Co., N. Y., November 16, 1828, and there attended school at

the Canandaigua Academy, graduating in his nineteenth year. In 1847, he commenced the study of dentistry at Kingston, Ulster Co., N. Y., with W. W. Thompson, and remained with that gentleman about eighteen months. At the height of the California gold fever, in the early part of 1849, he went to the mines there, and remained about three years, a part of which time he did a little work at his profession. He returned to Chicago in 1862, and commenced practice. He was first located in an office at No. 85 Clark Street, where he remained until burned out at the time of the great fire in 1871. He then re-opened his office on West Washington Street, where he was established for eight years. In the early part of 1881 he moved to his present location. Dr. Thompson is a member of the Cleveland Lodge, No. 211, A. F. & A. M., and Washington Chapter, No. 43, R. A. M. On January 1, 1855, he was married to Miss Diana W. Holt, of this State. They have three children—Helen A., James W. and Grace May.

WOMEN AS PHYSICIANS.

On December 19, 1859, a dispensary for women and children was established at No. 155 West Madison Street, by Miss C. A. Buckel, M.D., and Miss M. W. Jones, M.D. But the progressive spirit of Chicago was insufficiently advanced for medical ministrations by ladies, no matter how able their treatment. Doctors Buckel and Jones were both ladies of intelligence and refinement, and were esteemed by all with whom they professionally or personally came in contact. The members of the medical profession with whom they became acquainted respected them for the unostentatious dignity with which they performed their chosen work. After a brief effort, Dr. Buckel left the city, and is now a successful practitioner in California. Dr. Jones became the wife of a citizen of Chicago, and is now an efficient member of the present board of councilors of the hospital. The favorable impressions made by these ladies, undoubtedly, rendered it somewhat easier for Miss Thompson to gain recognition of the claims urged by her as an aspirant for rank in the medical profession.

Mary Harris Thompson* came to Chicago on July 3, 1863. This lady has successfully inaugurated and carried out a work that has resulted in obtaining indulgences for women, never before granted in the West from the medical profession. Soon after her arrival, she became acquainted with Dr. W. Godfrey Dyas and his wife, a lady who was fully in sympathy with the enlarging of the sphere of woman's work. Dr. Dyas soon recognized Dr. Thompson's merit as a lady of education with a fixed purpose in life, and he unhesitatingly assisted that purpose by introducing her to the profession. At the time of her arrival in the city the War was at its zenith, and Chicago contained many soldiers' families, who were unable to procure medical attendance and medicines save as they were gratuitously extended to them. The ladies connected with the Sanitary Commission, to whom these families applied for surgical and medical attendance, requested Dr. Thompson to take charge of their cases and relieve their necessities. To this proposition Dr. Thompson assented, and, to further the work upon which she thus entered, made arrangements with a few druggists whereby her patients could be furnished with medicine at small cost. Many of these patients, too impoverished to pay street-car fare, were compelled to walk distances too great for their enfeebled condition, and the exhaustion thus induced rendered treatment inefficacious. Thus it became apparent that such patients must become inhabitants of a hospital; but where could they go? The Marine Hospital admitted no female patients, save they were connected with the maritime service, and Mercy Hospital

*For many interesting facts relative to Dr. Thompson, the compiler is indebted to Eliza H. Root, M.D., and, in connection with the hospital, to Mrs. J. C. Hilton, president of the hospital.

took care of the county poor at a remuneration of four dollars a week, while other patients paid seven dollars. This condition of things made an admirable opening, and demonstrated the necessity, for a hospital and dispensary for women and children.

This was one of the great opportunities of Dr. Thompson's life, and friends encouraged her to inaugurate such an institution, prominent among whom were the ladies of the Sanitary Commission and Mr. and Mrs. Freeland B. Gardner, the only family with whom Dr. Thompson was acquainted when she came to Chicago. In furtherance of this project, meetings were held, whereat discussions were had that resulted in the organization of this hospital in the winter of 1864 and 1865.

CHICAGO HOSPITAL FOR WOMEN AND CHILDREN.—Rev. Dr. Ryder called the first meeting having the organization in view, and Freeland B. Gardner subscribed the first one hundred dollars and collected the first one thousand dollars toward the hospital. In the spring of 1865, Dr. Mary H. Thompson, with the assistance of Dr. W. G. Dyas and his wife, established, and, on May 8, 1865, opened the hospital at the corner of Rush and Indiana streets. The officers at its establishment were: Jonathan Young Scammon, president; John V. Farwell and George S. Bowen, vice-presidents; Charles T. Morse, secretary, and E. I. Tinkham, treasurer. The medical staff were: Miss Mary H. Thompson, M.D., attending and resident physician; W. G. Dyas, F.R.S., M.D., Thomas Bevan, M.D., H. W. Jones, A.M., M.D., A. Fisher, M.D., C. G. Smith, M.D., T. D. Fitch, M.D., John Bartlett, M.D., S. C. Blake, M.D., and Edward L. Holmes, M.D., consulting physicians. Dr. Odellia Blinn, who was then a student, also assisted Dr. Thompson in her duties as interne.

On May 1, 1866, the hospital was removed to No. 212 Ohio Street; and at this locality was experienced the first opposition to the humane and charitable work in which Dr. Thompson was engaged. A barn in the rear of the hospital was used as a hospital laundry, and a German Jew, who resided in the vicinity, wished to rent the barn for stable purposes, and became highly incensed because he was refused its rental. To be revenged upon the management of the hospital, and in the hope that they might be officially ejected from the premises, he commenced the creation of a sentiment inimical to the hospital. In this he was aided by a man who was opposed to all systems of regular practice. They circulated a petition among the people living near the hospital, asking for its removal, alleging that it was a nuisance to the neighborhood. It is stated that the children were induced to sign their parents' names to this petition, which was thus officially disposed of in the proceedings of the Board of Health:

"June 5, 1866: Petition presented to have private hospital on Ohio Street suppressed. June 12: Health officer (Bridges) visited it, and reported it in clean and healthy condition."

The benefit of this animadversion was to convert all those who had signed the petition, upon misrepresentations made to them, except the two inaugurators of the document, into firm and influential friends of the hospital and staunch adherents of Dr. Mary Harris Thompson. The staff at this time appears to have been, Miss Mary Harris Thompson, M.D., physician, W. G. Dyas, M.D., C. G. Smith, M.D., S. C. Blake, M.D., A. Fisher, M.D., Edwin Powell, M.D., T. D. Fitch, M.D., Thomas Bevan, M.D., E. Marguerat, M.D., H. W. Jones, M.D., consulting physicians; Edward L. Holmes, M.D., oculist; and Miss Maggie Kissock, matron. The hospital re-

mained in this location for about three years, until July, 1869, after which it was removed to No. 402 North State Street, where it remained until the fire of 1871. The building took fire about 9 o'clock on Monday morning, October 9, 1871. The cost of the house and lot was, so far as can be ascertained, \$10,000. When the fire of 1871 was approaching the hospital, C. K. Nichols and his wife, who had been through the Portland (Maine) fire, opened their doors to Dr. Thompson and her patients and such few effects as they were able to save. But the fire followed them, and destroyed their haven on Lincoln Avenue; and Dr. Thompson, with her friends and three helpless patients, fled to the prairie for safety. Her personal effects were nearly all destroyed, while the hospital had nothing left but two pillows, a pair of blankets and a piece of carpet. Discouragement seemed the most vital force then present. But the fire epoch was no time for the Chicagoans to feel depressed. The necessities of the case were urgent, and the Relief and Aid Society asked that the hospital be re-opened to relieve the enormous pressure that was exerted by its supplicants and dependants upon its efforts and resources. Accordingly, Dr. Thompson quickly responded by renting a building, No. 598 West Adams Street, where an extemporized hospital was opened, and which did a noble work in the alleviation of pain and suffering, for the time it was there.

MARY HARRIS THOMPSON was born at Fort Ann, New York, the daughter of John Harris and Calista (Corbin) Thompson, who were both natives of that State. Her early education was obtained in the common school and a select school in her native town. At the age of fifteen she commenced teaching in the public schools, alternating the work of teaching with attendance at West Poutney (Troy Conference) Academy and Fort Edward Collegiate Institute, at which latter place she received the last of her English education. After this, she followed the profession of school-teacher for several successive years devoting all her time which was not thus occupied to the independent study of astronomy, chemistry, physiology and anatomy; which last two studies she introduced into the course of instruction she imparted at her school, and the innovation met with marked success. Miss Thompson found, however, that independent study left her without the drill and that thorough, methodical understanding of the subjects which a practical demonstration would afford; and to overcome this deficiency she became a student in the New England Female Medical College, of Boston, a regular school with a good corps of instructors. At the time of entering upon this course she had no thought of practicing medicine, nor even of taking a regular course and graduating; but, finding the painfully laborious work incident to the practical work of a medical course over-balanced by the interest of new truths, found at every step of this never-ending attainment, she decided upon taking a full course of study, for the purpose of fitting her to engage in the practice of medicine as her life-work. After three weeks of study and two courses of lectures, which were principally didactic, she experienced the necessity of instruction in practical treatment at the bed-side. She was advised by the faculty of the college to take her diploma, but fearing that the funds which her diploma would entitle her to earn, and the advice of friends, might induce her to change her plans, she resolutely refused to appear before the examining board—a resolution which she somewhat regretted subsequently, as three of the best professors in the college resigned, and their names not being upon her diploma, she felt assured, detracted from the value it otherwise would have had. In 1862 she entered the New York Infirmary, where she gave a year's time to practical work, under the supervision of Doctors Elizabeth and Emily Blackwell.* The work in this Infirmary and its outside practice embraced all branches of medicine. While there, she also availed herself of the clinical privileges of Bellevue Hospital and DeMilt Dispensary. At the close of this year of arduous labor she felt that she was entitled to a diploma, and accordingly returned to Boston and graduated from her Alma Mater in the spring of 1863. After her graduation she came to Chicago, despite the advice of her friends and their urgent solicitations that she would remain in the East. Her labors in connection with the Hospital for Women and Children have already been recapitulated, and her success, not alone therein, but in the practice of her profession, has been most gratifying in the complete testimony it has given to her efficiency in the various branches of her beloved field of action. As Dr. Root

* See page 465, Vol. I.

remarks: "While the doctor has been made to feel an existing prejudice against women as physicians, she has received from the profession, generally, only kind treatment; and has never asked for counsel but it has been cheerfully accorded, and many of the professions have nobly aided her with their advice and influence. The success that has crowned her efforts is but the reward of perseverance, a fixed purpose in life, and a whole heart engaged in her work. Many live to bless her for the benefits they have received at her hands, and her career is one no young medical student, man or woman, need be ashamed to emulate, and which is one that has shed luster upon the name of Mary Harris Thompson, and has established a prestige for women in medicine."

JULIA CONE WHALING, M.D., was born in New York City, April 2, 1832. During her earlier years her parents moved to Detroit, Mich., but she remained at Buffalo, N. Y., where she attended school until she was twelve years of age, returning, in 1844, to New York City, where she continued her education until 1850. In the meantime, she had made considerable progress in the study of medicine, also maintaining a careful course of study during two years of general travel throughout the United States and Mexico. Upon her return to the East, she entered the office of Dr. Naudine, with whom she remained for nearly a year, and then became a student under Dr. J. H. Hamilton. She then matriculated in the New York Hahnemann Medical College, from which she graduated in 1853; after which, she attended a course of lectures at the old Jefferson College, and, during the following winter, took another course of lectures at the Geneva College, at Buffalo, N. Y. In 1862, she began active practice in St. Louis, and received the appointment, from President Lincoln, of physician in the Fifth Street Hospital. At the battle of Pittsburg Landing, she was in the field for two days and one night, attending the wounded and affording them such relief as she was able, and also assisted in ninety-two surgical operations performed in the field hospital. On September 11, 1864, she came to Chicago, and for a long time was attending physician at Dr. Park's Military School at Graceland. During a stay at Milwaukee, in September, 1851, she married George John E. Cone, and has one son, Charles Davenport Cone, being Grace Greenwood Cone, aged sixteen months at the time of her death, in 1854; and also Walter W. Cone, aged twenty-three years at his demise, on September 7, 1852. He was a member of Chicago Lodge, No. 726, A. F. & A. M., and was one of the most upright and noblest men and Masons. He was a member of the Episcopal Church from his eleventh year. On October 8, 1871, she became the wife of Judge William J. Whaling, deceased, a sketch of whom appears in the insurance history. Dr. Whaling suffered largely by the great fire of 1871,

and lost everything, including a valuable medical manuscript, which was about to be given to the public, on the diseases of women and children. Mrs. Whaling, although engaged in a lucrative and extensive practice, merely engages in it through her fondness therefor, and, since the demise of Judge Whaling, she has continued in practice principally for the purpose of alleviating the suffering occasioned by his loss.

ECLECTIC MEDICINE.

These members of the healing art found it necessary, from the accessions to their ranks, to institute a college where their tenets could be taught; and hereafter is given the history of the establishment of their college.

BENNETT MEDICAL COLLEGE.—The Bennett College of Eclectic Medicine and Surgery was inaugurated November 2, 1868, in rooms in a building on the north side of Kinzie Street, between LaSalle and Wells streets, with a faculty composed of Robt. A. Gunn, professor of surgery; H. K. Whitford, professor of theory and practice of medicine; H. D. Garrison, professor of chemistry; A. L. Clark, professor of obstetrics and the diseases of women and children; John Forman, professor of anatomy; Hayes C. French, professor of physiology; and J. F. Cook, professor of materia medica. Thirty students attended the primal session, ten of whom received the diploma of Doctor of Medicine at the close of the course. In the winter of 1868, a charter was granted by the State Legislature to Laban S. Major, W. D. Atchison, H. C. French, H. D. Garrison, William M. Dale, H. K.

Whitford, A. L. Brown, John Forman, M. R. Teegarden, Robert A. Gunn, A. L. Clark and J. F. Cook, and their successors, as incorporators of The Bennett College of Eclectic Medicine and Surgery. Dr. Laban S. Major was chosen president of the board of trustees; and rooms were obtained at Nos. 180 and 182 Washington Street, where the opening exercises were held October 4, 1870. The faculty of the chartered college were Laban S. Major, emeritus professor of institutes of medicine;



Justin Hayes

Anson L. Clark, dean, professor of obstetrics and diseases of women and children; James F. Cook, secretary, professor of materia medica and therapeutics; Henry K. Whitford, treasurer, professor of theory and practice of medicine and clinical medicine; Robert A. Gunn, professor of civil, military and clinical surgery; N. H. Young, professor of descriptive and surgical anatomy; J. Milton Jay, professor of physiology and pathology; Harold D. Garrison, professor of chemistry, pharmacy and toxicology; George C. Christian, professor of medical jurisprudence; W. H. Davis, lecturer on diseases of the throat and lungs; John E. Hurlbut, lecturer on microscopy; and E. L. Lathrop, professor of surgery. At this building, and under the tuition of this faculty, the winter course of lectures of 1871 had just been commenced when the fire destroyed the building and its contents.

ELECTRO-MEDICAL SCHOOL.

Of this class of practitioners the earliest exponent, who combined medical and surgical knowledge with deep research into the curative properties of electricity, was Justin Hayes, M.D., and the innovation of his theories and his practical application thereof is best told biographically, as he was, himself, the only practitioner of this school before the fire.

JUSTIN HAYES was born in Burton, Geauga Co., Ohio, on October 26, 1823. He attended the common schools of the neighborhood, and afterward entered Williams Academy. At nineteen he passed the requisite examination and received a certificate to teach in the public schools. After teaching for three years, he commenced the study of medicine in 1845, graduating from Cleveland Medical College in 1850. On September 4, 1849, he married Miss Julia A. Haven, daughter of John Haven, a prominent citizen of Shalersville; and Dr. Hayes attributes much of his success to her noble qualities and able assistance. Their family consists of Professor Plymon S. Hayes, A.M., M.D.; John M. Hayes and Grace Justina Hayes. After Dr. Hayes returned to his native town he entered into partnership with his preceptor, Dr. P. C. Bennett, and at the end of three years purchased his entire business. As Dr. Hayes advanced in life, his health improved so that he was able to attend to his general practice. He was physician and surgeon-in-chief to the Portage County Infirmary for several years. In 1861, he was called to take charge of the Ohio Inebriate Asylum, in Cleveland, an institution comprising mainly patients from the arts and professions; but the strain of the work being too exhaustive, he resigned the position, and, in April, 1862, he came to Chicago. In the fall of 1862, on the occasion of a very difficult and critical surgical operation performed on one of his patients, at which he had called to his assistance the late Dr. Daniel Brainard and Professor DeLasalle Miller, Dr. Brainard said to Dr. Hayes: "I see you have established yourself as a specialist. I think there is no other educated specialist here. I do not know how you can succeed unless you can do something better than the rest of us." Dr. Hayes replied: "That is what I hope with the aid of my electrical means to do." In 1864, he edited the *People's Journal of Health*, which had a good patronage, but he was obliged to abandon it on account of a severe attack of cerebro-spinal fever, which incapacitated him for labor of any kind for several months. In 1877, Jansen, McClurg & Co. published his celebrated work on the "Electro-Thermal Bath, with History of Cases," which is held by the profession to be the best work of the kind ever published. It is now twenty-two years since Dr. Hayes came to Chicago. His life has been crowned with the highest success, as the Medical and Electrical Institute for the Treatment of Nervous and Chronic Diseases, founded and established by Dr. Hayes, is most scientific and complete, and probably the best in the United States.

SANITARY HISTORY.

It was fortunate that the three years between 1858-60, were not rife with disaster to the population of Chicago.* No boards of health were appointed to supervise the sanitary condition of the city during those years, and the building of sewers and augmentation of

hygienic measures were allowed to almost lapse. Fortunately, however, the public health remained tolerably good, but little increase being created in the mortality by the supineness of the authorities. Scarlet fever and dysentery prevailed, the former during the entire year, and the latter in July and August, 1858. The Board of Health, for 1859, comprised Mayor John C. Haines, J. W. Waughan, F. Mahla, A. J. Heald, A. Blakie, and F. B. Gardner, but they do not appear to have met. A report of the Chicago Medical Society, made by Drs. Swayne, Wickersham, and Edward L. Holmes, December 29, stated that "Chicago has been blessed during the past year with almost unparalleled exemption from sickness." And the city having been so free from epidemics, and otherwise manifesting no excessive death-rate, the functions of the Board of Health were not called into exercise by the authorities, and, on March 27, 1860, the Common Council passed an ordinance abolishing the health department and the offices of city physician and health officer, and transferring the duties of the health officer to the Police Department, under the direction of the mayor, and, on June 4, the duties of the health officer were delegated to the various street commissioners.

On February 21, 1861, the Legislature passed an act establishing a Police Board, which, among other things, was "to guard the public health," but Dr. Rauch states that "this duty was almost entirely ignored by them, and we find, in the records of their proceedings for 1861 and 1862, mention of only five official acts pertaining to the health of the city, and those were of a trivial character." During the year 1862, Dr. N. S. Davis made urgent efforts to secure the appointment of a competent medical health officer, but without avail; although the Council made an effort to accede to a suggestion made by him, some time previously, that the deaths occurring in the city should be registered. The attempt was futile.

On September 10, however, Mayor Sherman, perceiving the urgent necessity that there was for prompt measures toward enforcing the quarantine regulations relative to small-pox, which was then prevalent in the city, appointed Charles S. Perry, a policeman who was detailed on his staff, acting health officer. This official worked hard and energetically, but ineffectually, to prevent the spread of variola; and, as it was gaining ground, the pest-house was opened in October, and, pursuant to the recommendation of Mayor Sherman, on December 1, an ordinance was passed creating anew the office of city physician, and fixing his salary at \$600 per annum. But as he was not required to vaccinate the poor, and no measures were taken to make recluses of those attacked by the disease, the infection spread, and from September 28, 1862, to May 18, 1863, eight hundred cases of small-pox were reported. General infraction of the isolatory ordinances, and those decreeing the advertisement of cases prevailed. The introduction of penalties into such ordinances, however, produced beneficial results. Sporadic erysipelas was malignant during the summer, and the disease became epidemic in November, and, during the winter, sixty-eight cases being reported in two months, and eighteen deaths occurring from this cause alone during the year. Dr. Edmund Andrews, in assigning the reason for such an unprecedented outbreak and spread of erysipelas, said:

"Along the South Branch, in particular, there are a great number of packing houses, where many hundreds of thousands of animals are slaughtered every year, the filth and offal of which block up with a semi-fluid mass of putrefaction, the sloughs and water-courses which empty into the river, while the more solid

* In the compilation of this topic, Dr. John H. Rauch has furnished valuable information, personally, and in his "Sanitary History of Chicago," Chicago: Lakeside Publishing and Printing Company, 1871.

refuse materials are, or were, carried out and deposited in the fields beyond. The rapid and numerous growth of the city gave to this evil such an unexpected magnitude that the sanitary precautions previously found sufficient, were now made utterly ineffective, and, during the summer and autumn just past, the condition and odor of the river became abominable beyond expression. The stench could be perceived for miles in the direction of the wind, and the parts of the city nearest the stream were filled with a foul effluvia to an insupportable extent. * * * One of the earliest effects of air contaminated with putrefying matter, is the appearance of erysipelas among persons exposed to its influence."

Investigation by Dr. Andrews justified his theory, as the disease was found to "cling to the river"; but erysipelas was not the only virulent disease, as the doctor remarked, occasioned by the turbid and putrescent river. Small-pox increased, and, during this year of 1863, nine hundred and forty-seven cases of small-pox were reported, and one hundred and fifteen deaths resulted therefrom, making a percentage of 12 1-9. A peculiar fact in the mortality this year was that the number of deaths in January and December were almost equal to those in July and August, manifesting that the causes of mortality were not those ordinarily affecting the death-rate; and the fact that the number of deaths each month averaged about equally, exhibited the presence of a steady, unintermittent creation of death.

In 1864, the variola kept increasing; and, pursuant to the repeated representations of physicians and citizens, a new pest-house was erected. But the building of hundreds of edifices to accommodate the victims of neglect would not cleanse a city whose sanitary condition had been gradually growing from bad to worse since 1859 with no one to look after the civic hygiene save a policeman, who was occasionally assisted in such work by two more of the mayor's police, in 1863, and permanently by the same two officials in this year. But what precautionary measures could be expected from un-medical officers, whose powers, additionally, were limited to the execution of laws enacted, and were overworked in the attempt to do this? In 1865, the citizens became alarmed at the constant increase of epidemics, and at the prospective incursion of cholera; and a committee was appointed by the Board of Trade to advise with the Council as to the most efficacious method of cleansing the Chicago River, and a committee of thirty citizens were appointed for the same purpose and to devise means for cleansing the city.

On July 13, an ordinance, introduced by Alderman Shimp, was the first passed that made any provision for the regular and systematic scavenging of the city. For the first time the Council appear to have become thoroughly conscious of the necessity for prompt and decisive action, looking to the cleansing of the city and river, and the proper drainage and sewerage of the former. Valuable assistance was rendered the authorities by the Chicago Medical Society, not alone in intelligent and scientific advice, but also by some of its members acting as a consulting board of physicians to the municipal authorities, without recompense for their services. In November, Drs. N. S. Davis, J. W. Freer, J. P. Ross, H. Hitchcock, Ralph N. Isham and Brock McVickar, were appointed, at a public meeting of the medical profession in the city, a committee to make recommendations for the amelioration of the sanitary condition of the city. This they did in a series of valuable and feasible suggestions; they also recommended that a system of registration of deaths should be instituted that would answer the purpose,* "the

present registry of deaths, so far as the causes of death are concerned, is a ridiculous farce." November 28, nineteen special policemen were detailed as assistant health officers, who were to be augmented by as many more as were needful, and on December 18, an ordinance was passed restricting slaughtering in the city to one particular place.* The improvement that was caused by the urgent action of the people, in the sanitary condition of the city, was, however, too late to arrest the cholera, which appeared in July, 1866; the vigilance which the police health-board manifested, the measures for abating nuisances and exterminating long tolerated abominations were futile. Good health can only be a result of preventive sanitary measures, and these were exactly what were not taken by the various Councils.

As the cholera approached, the official energy became more apparent. In January, thirty thousand nuisance notices were printed and thirty-one assistant health officers were on duty, February, thirty assistant health officers were on duty; March, thirteen thousand more notices were printed and thirty-two health-officers were on duty; and so forth.

In April, Dr. John H. Rauch called the attention of the authorities to the subject of intramural interments and their pernicious effect, and also alluded to the attempt made, in 1858, to prevent further interments in the City Cemetery, by a petition signed by the most influential citizens of the North Division. It was also advocated by the petitioners, and Dr. Rauch, that the bodies then in the City Cemetery should be exhumed as soon as possible, and the ground converted into a park. The southern extremity of Lincoln Park now covers the old City Cemetery. An excerpt from Dr. Rauch's pamphlet† will manifest how much reason there was for alarm in the mode of interment:

"The patients who died of the small-pox have been buried in the public part of the Chicago City Cemetery, at an average depth of from three to four feet, owing to the fact that graves can not be dug deeper on account of the water."

Subsequently the same author wrote:

"On an examination of the register, kept at the City Cemetery since June 24, 1861, it appears that 9,547 bodies were buried in it from that time to March 1, 1866, and, as near as can be ascertained, about 1,800 were buried from January, 1860, to the time from which the register dates. How many have been buried in the Catholic Cemetery the writer could not learn with any accuracy, but is satisfied that the number buried in both cemeteries from January, 1860, to the present time (1866) amounts to about twelve thousand. This number was swelled by the burial of three thousand eight hundred and seventy-one prisoners of war in the City Cemetery, which commenced in the latter part of 1862, and continued until July, 1865. These were brought from Camp Douglas, a distance of nearly six miles, and carried through the very heart of the city, and deposited in a soil already overcharged with decaying animal matter, and, as has been already shown, totally unfit, by its character and locality, for such a purpose. The writer is at a loss how to account for such an extraordinary procedure and the indifference manifested in regard to it. Why it was permitted is beyond his comprehension. It may well be challenged whether such an instance of flagrant violation of the laws of health has been anywhere perpetrated, within so recent a date, in any civilized community. Where was the Health officer? If his reports were regularly and properly made, the municipal authorities must have been cognizant of these facts, and should be, with him, equally responsible for any deleterious results that have, or may, follow to the community. After careful investigation, we

* This ordinance was, in 1868, decided to be unconstitutional, on the ground that a monopoly was thereby created, by the Supreme Court of Illinois.

† The signers were George F. Rumsey, Julian F. Rumsey, Walter L. Newberry, William Barry, Edward Day, Mathias Miller, Samuel Johnston, William S. Johnston, Jr., Samuel H. Kerfoot, Edward I. Tinkham, George W. Dole, John H. Muhler, Thomas M. Hubbard, W. M. Larrabee, Charles V. Dyer, Ephraim Ward, Gordon, Fleetwood & Co., Benjamin F. Carver, John Forsythe, Ebenezer Peck, Ogden S. Hubbard, John H. Foster, Ezra B. McCagg, James H. Rees, E. Johnson, Jr., S. P. Putnam.

‡ Intramural Interments in Populous Cities, and their Influence upon Health and Epidemics: a paper read before the Historical Society, in 1858, by John H. Rauch, M.D., published in 1866.

* Dr. N. S. Davis made the same recommendation and remark, July 6, 1865, in a report to the Chicago Medical Society.

learn that the putrefaction process occupies, in the Chicago City Cemetery and in the old Catholic Cemetery, from five to fifteen years, depending upon the character of the ground, the season of the year, the age, sex, disease, the tightness of the coffin, and the character of the clothing in which the dead are enveloped. At this rate, from the records of interment for the last fifteen years in these cemeteries, there must be at least from eighteen thousand to twenty thousand bodies undergoing decomposition at this time, the same conditions having existed, and in nearly the same proportion for some time."

With this mass of putrid matter polluting the air, assisted by the foul river, the undrained streets and the imperfect sewerage, it is no marvel that the epidemics, small-pox, erysipelas, cholera infantum, diphtheria, and typhoid fever were virulent, and that the cholera hastened to an arena where all things were so favorable for it to wreak devastation and death. During the month of April, arrangements were made whereby all dead animals and animal matter from slaughter-houses were removed from the city, and special instructions were issued relative to the disposition of fecal matter and garbage. Mayor Rice urgently recommended the employment of one thousand men, with teams, to clean the city, and the Council, on May 1, passed an ordinance authorizing the employment of one thousand more men, and directing the expenditure of \$6,000 under the direction of the health officers; and a resolution was also passed asking the comptroller for \$25,000, in addition to the estimates already sent by the board, for the use of the health department, in promoting the health of the city, employing help, building hospitals, and for the purchase of disinfectants. A preceding Council had, on March 27, 1860, abolished the Health Department, on account of "financial depression," when the members of the board of health served without pay. Chloride of lime and sulphate of zinc were freely used, and all interments were, on May 28, prohibited within the limits of the city.

THE CHOLERA.—On July 21, 1866, the first case of cholera was reported, that of Mrs. Corbett, No. 282 West Chicago Avenue, but the cases that occurred immediately afterward were designated cholera morbus, in a vain attempt to calm the public mind. On August 6, an emigrant was attacked, and carried to the County Hospital, where he communicated the contagion to others, and the epidemic was thoroughly engrafted. A temporary cholera hospital was erected at the corner of Thirty-third Street and Wentworth Avenue, of which Dr. Webber was given charge; physicians were detailed to board trains coming from infected localities, at a distance not less than ten miles from Chicago, and see if any cases of cholera were on the train, and assistant health officers were required to be at the depots, to take charge of any cases of cholera reported by the railroad quarantine physicians. In November, Dr. Webber submitted a report of the cholera hospital, as follows:

REPORT OF CASES ADMITTED, RECOVERED AND DIED DURING THE SEASON.

AGES.	Number.	Recovered.	Deaths.
1 to 5 years	4	3	1
5 to 10 years	5	3	2
10 to 20 years	12	9	3
20 to 30 years	41	23	18
30 to 40 years	24	11	13
40 to 50 years	9	1	8
50 to 60 years	6	2	4
60 to 70 years	5	2	3
Total	106	54	52

NATIVELY.	Number.	Recovered.	Died.
United States	13	5	8
England	3	1	2
Canada	3	2	1
Nova Scotia	1	1	—
Ireland	30	13	7
Germany	22	14	8
Holland	2	1	1
Poland	3	1	2
Norway	18	8	10
Sweden	2	2	—
Denmark	3	1	2
Switzerland	1	1	—
Bohemia	2	2	—
Colored	3	2	1
Total	106	54	52

July 21, the day the first cholera case was reported, was also the day when the phenomenal rain-fall that prevailed throughout the cholera season commenced, and this fall amounted to twenty and one-half inches in the succeeding four months, more than four times the amount that usually falls during that period. The following table gives the amount of rainfall, the mean of thermometer, the mortality per diem, the mortality by cholera, and the number of cases reported during the cholera season:

JULY.				
	Mean of thermometer.	Rain.	Mortality.	Mortality by cholera.
21	80	.205	27	—
22	75	.112	17	—
23	73	1.825	24	—
24	77	—	20	1
25	81	—	23	—
26	70	.685	17	—
27	70	—	16	—
28	70	—	21	—
29	70	—	18	1
30	78	—	17	—
31	82	—	13	—
	78	2.827	222	2

AUGUST.				
1	79	.210	34	—
2	74	—	19	—
3	74	.190	25	—
4	71	.685	21	—
5	73	—	34	2
6	72	.132	30	1
7	67	1.225	15	—
8	74	.255	30	—
9	76	—	24	—
10	75	—	23	2
11	70	1.570	30	1
12	72	2.015	22	—
13	73	—	23	1
14	75	.060	43	6
15	72	—	29	4
16	66	—	38	7
17	70	—	38	8
18	72	.965	38	10
19	72	—	35	12
20	72	—	45	10
21	71	—	36	9
22	63	—	36	12
23	63	.110	30	6
24	64	.118	33	10
25	66	—	24	4
26	71	—	44	13

HISTORY OF CHICAGO.

AUGUST—CONTINUED.

	Mean thermo- meter.	Rain.	Mortality.	Mortality by cholera.	Cases of cholera reported.
27.....	71	.....	41	9	17
28.....	68	.....	26	7	10
29.....	68	.....	27	9	15
30.....	70	.273	28	6	7
31.....	74	.390	16	5	11
	71	8.178	940	154	213

SEPTEMBER.

1.....	75	.278	38	8	11
2.....	73	.....	31	3	2
3.....	73	.....	26	2	14
4.....	74	.393	39	9	9
5.....	71	.....	22	3	15
6.....	68	.105	30	8	7
7.....	64	.385	28	10	8
8.....	68	.....	25	4	9
9.....	65	.....	18	8	6
10.....	65	1.540	16	3	8
11.....	69	.110	22	8	10
12.....	69	.....	32	5	5
13.....	61	.130	23	6	4
14.....	64	.....	23	7	18
15.....	55	.260	14	3	7
16.....	64	1.010	25	9	3
17.....	59	.330	25	4	11
18.....	57	.305	29	10	9
19.....	56	.050	24	13	11
20.....	49	.735	28	14	14
21.....	55	.....	27	10	17
22.....	57	.....	26	10	8
23.....	62	.....	19	5	7
24.....	65	.....	23	3	7
25.....	60	.175	26	3	3
26.....	62	.....	20	9	8
27.....	69	.....	25	8	14
28.....	66	.....	10	2	10
29.....	68	.....	22	7	6
30.....	68	.....	23	8	5
	64	5.866	739	202	266

OCTOBER

1.....	69	.....	23	15	20
2.....	65	.....	20	11	9
3.....	58	.....	21	5	6
4.....	59	.....	30	14	14
5.....	60	.....	29	14	23
6.....	66	.....	38	15	16
7.....	69	.....	25	14	16
8.....	66	.435	47	24	44
9.....	59	.105	67	56	72
10.....	62	.015	95	82	174
11.....	58	.....	71	58	96
12.....	66	.....	82	50	77
13.....	58	.....	69	53	82
14.....	64	.....	61	46	61
15.....	60	.....	70	44	83
16.....	61	.....	52	39	57
17.....	61	.....	42	26	59
18.....	67	.....	40	31	31
19.....	61	.388	42	20	22
20.....	65	.215	30	12	13
21.....	64	.515	30	6	12
22.....	51	.210	19	12	20
23.....	43	.050	25	11	8
24.....	43	.....	15	5	7
25.....	49	.335	19	8	14
26.....	41	.095	19	3	8
27.....	42	.195	17	4	6
28.....	42	.098	15	6	1
29.....	44	.....	16	4	6
30.....	42	.....	17	5	4
31.....	41	.....	14	4	1
	57	2.749	1175	688	1062

NOVEMBER.

	Mean of thermo- meter.	Rain.	Mortality.	Mortality by cholera.	Cases of cholera reported.
1.....	53	.....	11	3	3
2.....	49	.....	16	2	2
3.....	50	.....	15	1	2
4.....	53	.015	12	..	..
5.....	44	.....	13	1	1
6.....	46	.....	14	1	..
7.....	55	.....	11	1	..
8.....	58	.....	17	1	4
9.....	54	.....	15	2	..
10.....	48	.298	17	1	..
11.....	44	.015	11	1	..
12.....	45	.....	11	..	..
13.....	48	.....	15	..	..
14.....	46	.082	14	..	..
15.....	41	.....	19	..	..
16.....	42	.....	8	..	..
17.....	44	.....	14	..	..
18.....	47	.118	8	..	..
19.....	48	.453	13	..	..
20.....	46	.016	15	..	..
21.....	38	.212	10	..	..
22.....	39	.114	9	..	..
23.....	38	.....	14	..	2
24.....	35	.078	12	..	..
25.....	38	.....	11	1	..
26.....	44	.108	9	1	..
	46	1.509	334	16	15

Another table gives the following as the statistics of this epidemic:

	NUMBER OF CASES REPORTED.	NUMBER OF DEATHS.
August.....	216	139
September.....	268	166
October.....	1,012	673
November.....	65	12
	1,561	990

It is a notable fact that only the extremest measures or the direst calamities will awaken an administration upon which the deathly lethargy has fallen. Small-pox did startle the various civic administrations now and then, but the cholera was needed to make it take decisive measures and remedy the foolish action of the Council of 1860, abolishing the Health Department. But, as has been customary in all cases requiring prompt and decisive action, the initiative was taken by a private citizen, who visited Philadelphia, New York and Boston, and investigated their various sanitary systems, becoming convinced from his investigations that the plan obtaining at that time in New York, in the establishment of the Metropolitan Board of Health, was the best. A meeting of citizens of Chicago was called, and a committee appointed to draft a bill embodying the prominent features of the metropolitan health bill of New York, for presentation to the State Legislature at the ensuing session. This committee was Elliott Anthony, Dr. John H. Rauch, Dr. James Van Zandt Blaney and A. C. Coventry. A copy of the bill as drafted by this committee was sent to the Common Council with a request that they co-operate to secure its passage. They, however, opposed it; but the Press, the Mercantile Association, the Board of Trade and the Police Board heartily indorsed it; and, after a contest before the Legislature between the champions of the bill and the Common Council, the act was passed on March 9, 1867, re-creating the Board of Health.

Pursuant to the provisions of said act, the Judges of the Superior Court appointed the following Board of Health: Dr. Hosmer A. Johnson (4 years), Dr. John H. Rauch (6 years), Dr. William Wagner (2 years),



SAMUEL J. JONES.

Samuel Hoard (6 years), A. B. Reynolds (4 years), William Giles (2 years), and J. B. Rice, ex officio. On March 31, the board assembled and drew lots for the terms of office resulting as above: Mayor Rice was elected president. A sanitary inspection of the city was decided upon. Dr. John H. Rauch was appointed sanitary superintendent, and the following physicians sanitary inspectors:

West Division: H. W. Jones, H. M. Lyman, R. M. Lackey, T. P. Seeley and W. R. Marsh. South Division: Walter Hay, William C. Lyman and Edwin Powell. North Division: W. D. Winer, D. B. Trimble, George Schloetzer and Edward L. Holmes. Additional sanitary inspectors were subsequently nominated as follows: Drs. Brock, McVickar, J. M. Woodworth, E. O. F. Roler, M. Mannheimer, F. W. Reilley, John Macalister, Philip Adolphus, George Kellogg, T. W. Miller and John Reid.

There were a few cases of cholera, and the attention

Health, and particularly by Dr. John H. Rauch, to whose energy, skill and science Chicago is indebted for a large proportion of her drainage and sewerage.

DRAINAGE AND SEWERAGE.—In 1856, when the first sewers were constructed, the influence they beneficially exerted was most marked. But sporadic activity only scintillated for a brief time amid the normal inactivity of the Council, and, in 1861, the construction of sewers almost ceased.* In the succeeding year their construction was re-commenced and urged forward. As a result of the drainage and sewerage systems may be cited the prevalence of cholera prior to the institution of the system in 1856, and its absence since that time and prior to 1872, save in one year, and then the districts where sewerage and drainage was the rule were not so afflicted with the disease as were those without adequate drainage and sewerage. The following tables will clearly exhibit the prophylactic influence sewers and drainage exert:

TABLE SHOWING PROPORTION OF SEWERAGE TO STATED AREA AND THE RATIO OF CHOLERA AND DEATHS IN VARIOUS YEARS, BY WARDS, OF THE CITY.

WARDS.	1866.					1867.			1868.			1869.				
	No. of square yards to each foot of sewerage.	Density of population. No. of square yards to each person.	Cholera cases.	Ratio, one in		No. of square yards to each foot of sewerage.	Density of population.	Mortality.	No. of square yards to each foot of sewerage.	Density of population.	Mortality.	No. of square yards to each foot of sewerage.	Density of population.	Mortality.	Maximum height level of the lake.	Minimum height level of the lake.
1	35.12	130.07	79	122.1		25	133.92	*36	25	138.00	91	25	125.57	81	125	4.2
2	20.60	70.46	113	114.9	20	70.22	122	20	69.98	216	20	65.21	202	12.6	4.6	
3	38.11	114.05	95	165.6	37	116.50	149	37	116.06	280	34	109.61	301	13.7	4.1	
4	251.85	715.91	68	160.0	158	543.29	147	142	437.85	306	103	383.91	332	23.7	6.2	
5	1,713.11	1,509.03	38	247.6	1,010	1,116.26	165	837	885.67	351	476	778.80	450	14.9	1.8	
6	107.67	181.56	88	120.2	74	162.37	204	62	146.53	356	46	134.49	346	12.1	5.2	
7	311.44	145.13	187	100.3	111	123.03	352	80	106.77	675	58	98.29	608	14.8	3.8	
8	2,738.88	1,275.29	57	182.9	1,229	1,013.64	197	1,106	844.10	374	771	722.37	478	13.9	5.1	
9	151.97	391.67	35	308.3	107	328.55	167	93	282.94	306	63	252.93	394	17.8	10.03	
10	23.28	122.98	75	152.2	21	115.36	90	21	108.62	208	21	101.55	168	15.3	4.1	
11	32.49	103.68	123	105.0	30	97.56	197	28	93.44	336	24	88.50	260	13.9	5.7	
12	3,825.55	839.54	109	116.9	1,666	706.29	235	811	699.55	450	532	533.29	678	15.9	9.76	
13	1,510.31	652.41	63	129.4	902	552.08	140	842	478.48	322	357	399.95	273	22.6	4	
14	228.85	205.81	155	78.7	113	184.96	204	88	167.93	381	65	148.87	375	10.5	3.12	
15	51.34	169.89	121	129.9	45	145.13	248	41	126.67	513	35	114.70	428	10.4	2.96	
16	28.34	118.02	132	112.9	28	113.88	162	28	113.88	287	28	106.89	281	13.7	2.3	

* Last six months.

of the board was given to its checking and suppression. They were successful, but, *ad interim*, on account of the neglect of the authorities to have vaccination performed since 1864, the small-pox had spread and become an epidemic. To check this, the systematic efforts of the board were manifested, and about thirty thousand persons were vaccinated. On July 1, 1867, regulations for the registry of births and death were made, and, upon the same day, the first case of cholera was reported. Sixty-seven cases occurred during the year, of which ten were fatal.

During the early part of 1868, small-pox was very prevalent, but was extinguished by the rigid enforcement of the vaccination laws, and the disinfection and isolation of cases, by the Board of Health. Subsequently, however, it was introduced by emigrants; forty-eight cases of small-pox being taken out of that class, from railroad depots to the pest-house. Early in April, 1868, the sanitary survey was completed, with the result of demonstrating the urgent necessity there was for remedying deficient drainage and establishing new drains. Defective sewerage was also found to be omnipresent in the city. The existing defects were persistently presented to the Council by the Board of

CLEANSING THE RIVER.—An important factor in the health of Chicago has been the condition of the river. It was apparently innocuous until 1860, when, in July, the sewerage commissioners, through General Webster called E. S. Chesbrough's attention to the "possibility and probability of an enlargement and deepening of the canal to such an extent as to create a constant current from the lake to the Illinois River, only making a new channel through Mud Lake to the Desplaines River." Mr. Chesbrough reported adversely to the project, because he did not deem it advisable at that time. In the spring of 1861, however, the river became very offensive, and, on June 17, a committee of three aldermen was appointed to confer with the superintendent of the Illinois and Michigan Canal, and

"Ascertain what arrangements could be made for pumping water from the river at Bridgeport into the canal, so as to create a current from the lake, which should supply the river with fresh water and relieve it of the offensive sewerage matter." But "it so happened that, before any arrangement was made, it became necessary to pump to supply the wants of the canal itself, and nothing more was done by the city. During the whole summer and the early part of autumn, the river, though receiving its full amount of

* For statistics of drainage and sewerage see Corporate History. It may be remarked that the Board of Sewerage Commissioners was incorporated by the Legislature on February 14, 1855.

sewerage, did not become so offensive at any time as to be a cause of complaint. Very soon, however, after the packing season commenced, a most disagreeable odor was observed near the Old (Eighteenth) Street Bridge, on the South Branch, which is above the outlet of the existing sewer. This peculiar odor could be traced afterward, as it moved down stream, till it reached the mouth of the river. As an additional proof that the sewers do not cause all the bad smell, it may here be mentioned that, in 1860, the discharge from piggeries and cow stables, high up on the North Branch made that stream exceedingly offensive to its mouth. It is also very offensive this winter (1861), and yet there is not a single sewer emptying into it at ordinary times, and only two, those on West Kinzie and Fulton streets, that do in times of heavy rain.

From this extract from Mr. Chesbrough's report, it will be perceived that he estimated the main cause of the river's turbid filth was not sewerage. On March 10, 1862, the Council appropriated \$10,000 to pay for pumping at Bridgeport, in order to cleanse Chicago River, which continued offensive during the year, notwithstanding the cleansing it derived by the spring freshet of 1862, which thoroughly polluted the water supply of the city, which was drawn from the lake.

In December, 1862, the Mayor received authority to make arrangements for drawing off the water of the canal through the Chicago River, so as to flush it, and thereby cleanse it from its impurities; and, in fact, throughout the whole year the authorities were agitating projects to remove the tainted and impure matter in the river, which Professor F. Mahla had analyzed and described, on September 22, to the Council. In 1863, the river "smelt to high heaven" again, and the epidemic of erysipelas that prevailed this year was ascribed to its fetid exhalations. And this despite the pumping that was maintained at intervals. In 1864, Aldermen Talcott, Sheridan, and Armstrong and City Engineer E. S. Chesbrough were appointed a committee to report upon the feasibility of cleansing the river. In 1865, two new and special members were added to the Board of Public Works by the amended charter—the members thus added being Roswell Bishop Mason and William Gooding. During the discussions which were held in the winter of 1864, and pursuant to the recommendation of a joint committee of the Common Council and the Board of Trade,* a commission was appointed, consisting of Mayor Francis C. Sherman and five engineers, William Gooding, Roswell Bishop Mason, John Van Nortwick, E. B. Talcott and E. S. Chesbrough. This commission received the notification of their appointment on January 9, 1865, and on March 6, rendered a report, whose recommendations were adopted. This report embraced these three features:

I. Intercepting sewers, which shall receive the filth that would otherwise flow into the river, and carry it to the lake, to some point or points, into which it would be pumped by machinery—thus keeping impurities out of the river to as great an extent as practicable.

II. Cutting canals, or making covered sewers from the two branches of the river to the lake; and, by pumping-works erected thereon, force the filthy water out or the lake water in, thus keeping up a constant and sufficient current to keep the river pure. We do not believe the necessary current can be produced by the natural action of the waves of the lake, as has been suggested.

III. Cutting down the summit of the Illinois and

Michigan canal below the level of the lake, so that a sufficient quantity of water may be drawn from it to create the necessary current through the main river and South Branch (and, perhaps, to some extent, in the North Branch also) to thoroughly purify the same at all times. The estimated cost of this plan (III.) was \$2,102,467.50.

The phraseology of the fifth annual report of the Board of Public Works concisely states the plan adopted and the condition of the river:

"It was stated in our last report that the board, including the special members, Messrs. Gooding and Mason, had adopted as their plan for the permanent cleansing of the river (or, more precisely, for the cleansing of the main river and South Branch), the deepening of the Illinois and Michigan Canal, between the Bridgeport lock and the lock this side of Lockport, a distance of twenty-six miles, so that there shall be a continuous movement of the water of the river through the canal, at the rate of 24,000 cubic feet per minute, at a low stage of water in the lake. Such arrangements were also made with the Board of Trustees of the Canal as to enable the board to avail themselves of the pumping at Bridgeport. The request of the board was complied with, although we had no occasion to avail ourselves of the works last summer (1865), as the river was kept sufficiently clean by the frequent rains. The pumps were set in motion in the latter part of last June (1866), and the river, since then, excepting the North Branch, has been kept in good condition and free from offensive smells."

In 1866, the pumping was commenced on June 19, and discontinued on September 5. During the springs of 1867 and 1868 there were freshets, which assisted the pumping in cleansing the river and its South Branch, but the North Branch was especially pestilential and offensive. In 1869,* the malodorous characteristics of the river were dominant, and it was then found, by experiment, that when there had been little or no rain-fall, "it almost seemed as if the upward current in the main river and South Branch, while the pumps were in operation acted as a barrier to the outlet of water from the North Branch." The stagnation of the water in the Ogden Slip and the Healy Slough was one continued source of trouble, anxiety, and deodorization.

The filthy condition of the river in 1870 rendered the service of the pumps at Bridgeport indispensable; but with both of them running at their full capacity it was found almost impossible to keep the river clean. But the new régime was on the eve of inauguration.

The deepening of the Illinois and Michigan Canal, which was commenced in February, 1866, was completed on Saturday, July 15, 1871. By the cutting of the temporary dam across the canal at Bridgeport quite a current was at once created, and an entire change of the water in the main river and South Branch was effected in about thirty-six hours. This also had a good effect upon the North Branch, although more benefit was derived by abstaining from throwing garbage, offal and distillery filth into the Branch. The cost of deepening, from its inception up to April 1, 1871, exclusive of interest, was \$2,982,437.13.†

VITAL STATISTICS.—The first registration of births was made on July 1, 1867, and the following table gives the births in Chicago from that date until 1871:

July 1 to December 31, 1867.....	2,886
January 1 to December 31, 1868.....	6,544
January 1 to December 31, 1869.....	7,955
January 1 to December 31, 1870.....	49,953
January 1 to December 31, 1871.....	111,142

* In 1869, pumping was commenced on June 19, and discontinued on November 15; in 1868, commenced July 10, and ceased September 30; in 1866, commenced August 6, and terminated November 15.

† The amount paid for cleansing the river by pumping is stated as—1866, \$1,398.00; 1867, \$1,725.21; 1868, 11,728.38. For 1864, the amount may be estimated as about \$15,000; and for 1870, about \$20,000; thus these temporary alleviations may be approximated as costing the city about \$67,000. These figures are estimates, the records having been destroyed in the fire of 1871. For the last two and one-half months of 1871, the births were 1,431.

* The committee from the Board of Trade were K. M. Hough and J. C. Bore, and from the Chicago Chamber of Commerce, Messrs. Alderson, Holden, Comiskey and Lawson. On January 10, 1865, a meeting was held at Metropolitan Hall, where resolutions were passed recommending the necessity of the city, and thereat the following Committee of Thirty were appointed, of which J. H. Dunham was chairman: J. H. Dunham, A. W. Dexter, Roswell B. Mason, John V. Parson, William F. Gooding, Sidney Smith, J. L. Hancock, P. L. Yee, Jonathan V. Seaton, B. M. Hagan, Charles Walker, E. C. Larned, Daniel Brainerd, Edwin H. Sheldon, W. Munger, J. H. Turner, James L. Stark, Charles G. Hammond, George F. Lindapp, John S. Emme, George Schneider, W. D. Houghton, P. W. Gages, J. M. Avery, John C. Barnes, H. G. Powers, F. B. Gardner, Samuel Board, Ira Y. Munn, Martin Ryerson and Bacon Wheeler.

MORTALITY STATISTICS.—The following table gives the statistics of mortality, with the ratio of deaths to the population, since 1843—the earliest date at which there are any figures approximating to accuracy:

YEARS.	Reported mortality.	Estimated actual mortality	Population.	Death rate per centum.	Deaths from epidemics and prevalent diseases.
1843----	129	141	7,580	1.86	
1844----	306	336	10,170	3.30	
1845----	313	344	12,088	2.84	
1846----	359	394	14,169	2.78	
1847----	520	572	16,857	3.39	
1848----	580	638	20,023	3.18	
1849----	1,547	1,701	23,047	7.38	Cholera, 678.
1850----	1,334	1,467	29,993	4.89	Cholera, 420.
1851----	843	927	34,000	3.66	Cholera, 216.
1852----	1,652	1,809	38,734	4.67	Cholera, 630.
1853----	1,205	1,325	59,130	2.24	
1854----	3,834	4,217	65,872	6.49	{ Dysent'y, 242 { Cholera, 1424.
1855----	1,983	2,181	80,023	2.72	Cholera, 147.
1856----	1,897	2,086	84,113	2.48	Dysentery, 305.
1857----	2,170	2,414	93,000	2.56	{ Dysentery, 465 { Scarlet fever,
1858----	2,050	2,255	84,000	2.68	{ 233. Dysentery, 224.
1859----	1,826	2,008	94,000	2.13	{ Scar. fever, 253. { Scarlet fever,
1860----	2,050	2,264	109,260	2.07	{ 125. Diphtheria, 154.
1861----	2,072	2,279	120,000	1.89	Scar fever, 335.
1862----	2,578	2,835	137,930	2.06	{ Scarlet fever, { 405 Small
1863----	3,523	3,875	150,000	2.58	{ pox, 115. Erysipelas, 18.
1864----	4,044	4,448	161,288	2.75	{ Small pox, 283 { Erysipelas, 57.
1865----	3,663	4,029	178,492	2.25	Small pox, 34.
1866----	5,931	6,524	200,418	3.22	Cholera, 990.
1867----	4,648	4,773	225,000	2.11	{ Small pox, 123 { Cholera, 10.
1868----	5,984	---	252,054	2.37	Small pox, 146.
1869----	6,488	---	280,000	2.31	
1870----	7,323	---	298,700	2.45	
1871*----	6,976	---	334,270	2.08	

BOARDS OF HEALTH.—The first Board of Health was composed of Dr. William Clark and Dr. Edmund Stoughton Kimberly, in 1834. Its duties were specific, and its tenure of office brief. On June 19, 1835, the first permanent board was constituted, consisting of Messrs. Curtis, Sweet, Morris, Peck, King, Fullerton and Temple, to which board were, afterward, added Samuel Jackson, Hiram Hugunin and Alanson Sweet. No record is extant of any action by this board; and on May 9, 1837, Dr. John W. Eldridge, Alexander N. Fullerton and D. Cox were elected members of the Board of Health, and Dr. Daniel Brainard was appointed the health officer. Mayor William B. Ogden was, ex officio, president. On March 16, 1838, the board comprised Mayor Buckner S. Morris and Drs. J. W. Eldridge, John Brinkerhoff and Daniel Brainard, Dr. E. J. Kimberly being health officer. On March 18, 1839, the board consisted of Benjamin W. Raymond, mayor, Dr. Daniel Brainard, Stephen B. Gay and Josiah T. Betts. Dr. Charles Volney Dyer, elected health officer at the beginning of the year, resigned September 30. On December 26, 1839, Dr. E. S. Kimberly was elected his successor. On April 20, 1840, Alexander Loyd, mayor, George W. Merrill, Dr. John Brinkerhoff and William Jones composed the board, Dr. Kimberly still being health officer.

* Two hundred and ninety-nine deaths from small pox in the last three months of 1871. Inquests were held on one hundred and seventeen bodies resultant from the fire: Burns, ninety-six; falling walls, five; shock and suffocation, sixteen.

On March 9, 1841, Francis C. Sherman, mayor, William Jones, Henry Brown and Jeremiah Price were the board, and Dr. John W. Eldridge was health officer. On March 14, 1842, the board comprised Mayor Benjamin W. Raymond, William Jones, Henry Brown and Jeremiah Price. The city physician was Dr. William Bradshaw Egan, and Orson Smith was health officer and city marshal. On March 12, 1843, the board were Augustus Garrett, mayor, William Jones, Jeremiah Price and Walter L. Newberry. Henry Brown was elected, but declined. Orson Smith was health officer. On May 9, 1844, Augustus Garrett, mayor, Jeremiah Price, William H. Brown and A. Peck composed the board, J. M. Underwood having been elected, but declined the office. Orson Smith was still health officer. On April 4, 1845, the members of the board were Augustus Garrett, mayor, William H. Brown, Jeremiah Price and Dr. David Sheppard Smith. Dr. Philip Maxwell was city physician, and Philip Dean health officer. In 1846, John P. Chapin, mayor, Dr. Daniel Brainard, Jeremiah Price and H. Brown were the board, and Ambrose Burnam was health officer. In 1847, the board consisted of James Curtiss, mayor, Dr. E. S. Kimberly, Sutton Marsh and Dr. Stewart. On June 29, A. F. Bradley took the place of Dr. Kimberly, and Jared Barrett that of Mr. Marsh. J. F. Wait was health officer. In 1848, James H. Woodworth, mayor, Sutton Marsh, S. J. Sherwood and F. C. Hagerman constituted the board, and Ambrose Burnam was health officer. On January 24, Dr. Henry S. Huber was appointed city physician. In 1849, the board was composed of J. J. Woodworth, mayor, Flavel Moseley, William H. Brown and J. M. Underwood. Dr. Levi D. Boone was city physician, and Ambrose Burnam health officer. On June 4, Mr. Moseley resigned, and Thomas Church was elected to fill the vacancy. In 1850, James Curtiss, mayor, Flavel Moseley, William H. Brown and Samuel Hoard were the board, Dr. Levi D. Boone city physician, and Orson Smith, health officer. On March 7, 1851, C. P. Bradley was appointed health officer, and the first meeting of the board was held April 1, 1851, when it comprised Walter L. Newberry, acting mayor, William H. Brown, Samuel Hoard and Flavel Moseley. August 1, W. S. Gurnee, mayor, became a member. On April 17, 1852, the board comprised W. S. Gurnee, mayor, and Messrs. Dodge, Dyer, Brinkerhoff and Carpenter. Dr. A. B. Palmer was city physician, and C. P. Bradley health officer. On March 22, 1853, the board was composed of Charles M. Gray, mayor, J. C. Dodge, I. Speer, C. Follansbee and James Andrews. Dr. Brock, McVickar was city physician, and W. B. H. Gray health officer. In 1854, the board consisted of Isaac L. Milliken, mayor, John C. Dodge, H. Whitbeck, C. L. Harmon and Isaac Speer. Dr. Brock, McVickar was city physician, and W. W. Taylor health officer—George P. Hansen being appointed health officer on Mr. Taylor's resignation on July 24. On March 22, 1855, the board was constituted by Levi D. Boone, mayor, Dr. B. McVickar, Isaac Speer, H. Whitbeck and George W. Dole. Dr. Isaac Lynn was city physician, and George P. Hansen health officer. On April 2, 1856, the new board met. It was composed of Thomas Dyer, mayor, Isaac Speer, G. W. Dole, Frederick A. Bryan and Hugh Maher. Dr. Brock, McVickar was city physician, and George P. Hansen health officer. On April 2, 1857, the board met, the members being John Wentworth, mayor, George W. Dole, Isaac Speer, W. H. Brown, William Whitbeck, Casper Butz and ——— Cleveland. Dr. Gerhard Christian Paoli was city physician, and Ambrose Burnam health officer. In 1858, there appears to have been no board; Dr. Gerhard C.

Paoli was city physician, and Ambrose Burnam health officer. In 1859, the board was composed of John C. Haines, mayor, J. W. Waughop, F. Mahla, A. J. Heald, A. Blakie and T. B. Gardner. Dr. William Wagner was city physician (which position was vacated by the ordinance of March 27, 1860), and James L. Abbott health officer. The latter resigned May 5, 1860, in consequence of said ordinance. In 1860, 1861 and 1862, there was no Board of Health. On September 10, of the latter year, Charles S. Perry, a policeman, was made acting health officer, and, on December 20, was detailed for that duty. December 1, 1862, Dr. Lucian P. Cheney was made city physician, at a salary of \$600 per annum, "he to furnish all medicines, prescribed by him, at his own cost and expense," which would appear to be an overt method of discouraging the administration of remedies. On May 9, 1864, Dr. J. A. Hahn was appointed city physician, vice Dr. L. P. Cheney, deceased. Charles S. Perry was still acting health officer. On May 5, 1865, Dr. S. C. Blake was appointed city physician, and T. B. Bridges was elected health officer, on May 19, by the Board of Police. In 1866, Dr. Blake and Mr. Bridges still occupied the offices of city physician and health officer, respectively. On March 31, 1867, the Board of Health comprised J. B. Rice, mayor, Dr. William Wagner, Dr. Hosmer A. Johnson, Dr. John H. Rauch, William Giles, A. B. Reynolds and Samuel Hoard—all matters and things connected with the health department being transferred to this board by the Board of Police on April 3, at which date Dr. John H. Rauch was made sanitary superintendent. Dr. N. T. Qualles was city physician, and Ambrose Burnam health officer. The same board and officers held office in 1868. On March 31, 1869, the board was composed of J. B. Rice, mayor, Dr. George Schlotzter, Dr. Hosmer A. Johnson, Dr. John H. Rauch, William Giles, A. B. Reynolds and Samuel Hoard—the sanitary superintendent, city physician and health officer being the same. In 1870, these officials

were the same, with the exception of the health officer and city physician. The city physician was H. S. Hahn. Ambrose Burnam died October 21, 1870, and was succeeded by Joseph Lane. In 1871, the board consisted of Roswell B. Mason, mayor, Dr. John H. Rauch (sanitary superintendent), Dr. H. A. Johnson, Dr. George Schlotzter, Samuel Hoard, A. B. Reynolds and George Von Hollen. The city physician was H. S. Hahn, and George H. Germain was health officer.

AMBROSE BURNAM, one of Chicago's early settlers, and for many years one of its most trustworthy and public-spirited citizens, was a native of New York, born near Watertown in 1812. He was reared on a farm, and his early education consisted of only such learning as he could get by attending at odd times the common schools of his vicinity. In 1835, he came West and located in Chicago, which city was his home for nearly forty years. On his arrival here, he obtained employment as a clerk with Charles Follansbee, who then kept a general store on Lake Street, near Wabash Avenue. A year or two later he went to Joliet, and engaged for a while in the drug trade on his own account; he, however, soon returned to Chicago and became connected, in a clerical way, with the Board of Canal Commissioners. In 1846, he was elected health officer, which position he held until his election as the third city marshal, in 1848. At that time, the police force of Chicago had not that system of organization that it had in later years, or that it now has; and from 1842 to 1855, the city marshals were practically the official heads of the Police Department. In June, 1855, the ordinance was passed creating the Police Department, and, in that year, Cyrus P. Bradley was elected captain or chief of police. Mr. Burnam held the office of city marshal from 1848 to 1852, being succeeded in the latter year by James L. Howe. His greatest services to the city were, however, in connection with its sanitary affairs. As has already been noted, his first connection with the Board of Health was in 1846, when he was elected health officer. He was again elected to this position in 1856, serving with signal ability for three years. In 1867, the Board of Health, remembering his valuable services during his former administration of the office, again chose him health officer, which position he continued to hold until his death, which occurred in October, 1870. Mr. Burnam married Miss Rhoda B. Reynolds, whose parents lived near Laporte, Ind. To them was born five sons, all but one of whom are still living. Alston, the eldest, died in 1843. Two others, Arthur and Frank, are residents of this city, and Lisle and Miles are in business in Iowa and Colorado, respectively.

ART AND ARCHITECTURE.

ART.

The year 1858 found Chicago too deeply engaged in commercial enterprises of every description to bestow more than a passing thought upon Art. The struggle for wealth engrossed alike the mental and physical activities of its citizens. Few were found at this period who were not contented to leave the entire subject of Art for future consideration. We can not bestow too much praise upon those earnest, hopeful artists who, with firm faith in the city's future, looked forward to a day when Chicago should become one of the leading Art centers of America, and were content to offer to the public, however unappreciative, the best productions of their genius. Among the artists of that time were L. W. Volk,* G. P. A. Healy, S. P. Tracy, Howard Strong, George S. Collis, and Daniel F. Bigelow.

To such men as E. B. McCagg, Horace White, J. Y. Scammon, S. H. Kerfoot, U. H. Crosby, Daniel Brainard, Walter L. Newberry, B. F. Culver, Thomas Hoyne and others, belongs the distinction of having co-operated with the artists in educating the public taste to a point

where genuine love for Art created a demand for its finest productions. To this union of effort, on the part of artists and connoisseurs, is due a progress in this direction which is absolutely without parallel in any city in the country.

On March 22, 1859, a meeting was called, to be held at the rooms of the Historical Society in the Newberry Block, the object of which was

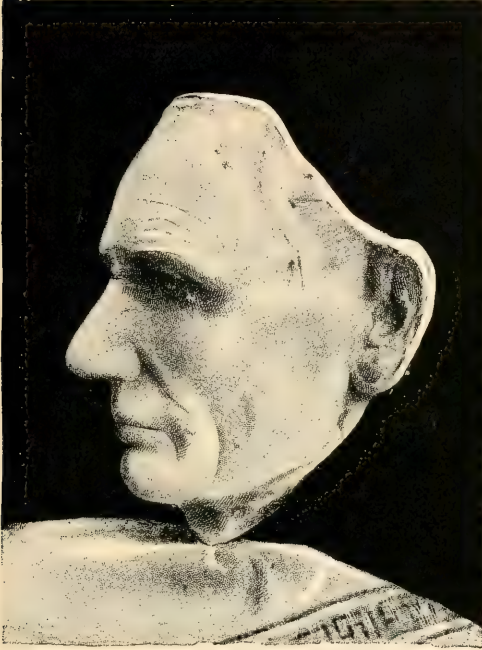
"To devise a plan for an Art Exposition, to consist of such select and approved paintings and sculptures as are in possession of our citizens, in order to afford to the public, and especially all persons interested in the Fine Arts, an opportunity to gratify and improve their taste in Art matters."

As a result of the deliberations of this meeting, an invitation to contributors was announced on April 12; and on May 9 the first Art Exposition in Chicago was formally opened to the public in Burch's Building, corner of Lake Street and Wabash Avenue. The number of contributors was about seventy; the catalogue showed the presence of about three hundred and sixty-nine works of art, consisting of twenty specimens of statuary, over three hundred and twenty paintings in oil, and some twenty in crayon and water colors. The entire number of visitors registered was twelve thousand; gross receipts from admission fees and sales of

* Theodore W. Volk, the sculptor, who generously proffered the use of his extensive and unique collection of newspaper articles, catalogues and other pamphlets relating to art-matters, preserved by him with great care for many years, the compiler is indebted for much valuable matter.

catalogues amounted to \$1,942.99; and the total disbursements were \$1,123.55.

Encouraged by the success attending this exhibition, some of the artists and art connoisseurs formed an organization known as the Chicago Art Union, having for its object the encouragement of Fine Art in the West. The first exhibition of this society was given in the gallery of Mr. Hesler, at No. 113 Lake Street, and included works of Volk, Healy, Strong and Tracy. The



MASK OF LINCOLN.

exhibition was opened on December 5, 1859, and closed, on or about January 1, 1860, with a distribution of forty-seven specimens of paintings and statuary, valued at \$2,400, among the holders of eight hundred tickets.

One of the most noteworthy events connected with the history of art in this city, during the period covered by the present sketch, was the execution by L. W. Volk, of a bust of Abraham Lincoln, from a mask cast in plaster from the features of the original, shortly before his nomination for the presidency in 1860. This bust, on account of its fidelity and delicacy of execution, excited much interest not only in art circles but also in every grade of society throughout the land. The original was presented by Mr. Volk to the Crosby Opera House Art Association in 1866, and was exhibited at the Paris Exposition of the succeeding year.

No other Art Exposition worthy of mention occurred in Chicago until December, 1862, when L. W. Volk, sculptor, and John Antrobus, painter, opened a gallery in the brick building at the northeast corner of State and Washington streets. This building, formerly a private residence, was remodeled with special reference to the new use for which it was designed, and was then

known as the Art Building. This gallery was intended for the reception and free exhibition of specimens of the fine arts, by local and foreign artists of repute. The enterprise met with much favor; and while it afforded to artists a convenient method of bringing before the public works which they offered for sale, it was of great value as an educator of the public taste.

During the last week of October and the first week of November, 1863, the Ladies' Northwestern Fair for the benefit of the Sanitary Commission was held. One of the departments which attracted most attention from visitors was the Art Gallery, which was opened at McVicker's Theatre, under the management of the following committee: Mrs. J. S. Colt, of Milwaukee; Mrs. D. P. Livermore, of Chicago; Mrs. Doctor Carr, of Madison; and Miss Valeria Campbell, of Detroit. Leonard W. Volk was the manager of the gallery. Among the contributors from Chicago were W. L. Newberry, E. B. McCagg, U. H. Crosby, G. P. A. Healy, Dr. Rogers, Dr. Daniel Brainard, M. D. Ogden, W. B. Ogden, Bishops Whitehouse and Duggan, William Bross, George Stevens, L. W. Volk, Mark Skinner, H. C. Ford, Joseph Medill, Thomas Hoyne, S. H. Kerfoot, J. Y. Scammon and E. Peck. Three hundred and twenty-three works of art were catalogued, and a comparison with the Exhibition of 1859 shows a marked growth in culture and the refinements of civilized life. Not more than two of the owners of private galleries declined to loan some of their choicest works to the exhibition, and many artists exhibited some of the finest specimens of their work. The interest shown in this exhibition may be inferred from the fact that on one evening alone seven hundred tickets of admission (exclusive of season tickets) were taken at the doors; and during the first five days over seven thousand catalogues were sold, the profits from which sale alone were sufficient to defray all expenses of the exhibition.

A still finer art collection was exhibited at the Great Northwestern Sanitary Fair, in June, 1865. Local artists and art connoisseurs again offered the gems of their collections, and many choice works were obtained from abroad. The list of artists embraced one hundred and forty-seven names (mostly of Americans) who represented every school of art, and included many of the most eminent artists of the past and present centuries.

It was in 1866, however, that the real history of Art in Chicago began, with the inception of the Academy of Design. This organization secured its first impetus from a few professional artists, who desired to found an institution which should promote and foster taste for the fine arts, and encourage harmonious emulation among artists. Their first meetings were held in the Portland Block, late in the year 1866, and the first officers chosen were as follows: President, Sheldon J. Woodman; Vice-President, Charles Peck; Secretary, Walter Shirlaw. A constitution and by-laws were adopted, in which the aims of the Academy and its scheme of government were set forth. Its support was to be derived from monthly dues paid by artists. Free schools were instituted for instruction in drawing from life and from antique models. It was early determined to give an exhibition of such works in painting and sculpture as could be collected from artists and private individuals, and the following announcement of the intentions of the society was made by circular to the public:

"The Chicago Academy of Design will give a literary, musical and dramatic festival at Crosby's Opera House on Friday

evening, May 3, 1867, and on Monday evening, May 13, will open, at its gallery in Jevne & Almini's building, the first semi-annual exhibition of the Academy."

About thirty-five members were enrolled at this time, including some of the first artists in the city. The reception at the Opera House was very successful,



ACADEMY OF DESIGN.

but in the ten days that intervened before the exhibition public interest had flagged and the result was a pecuniary loss. Discordant elements were found to exist from its inception, and this society soon found its grave. This first effort to establish an Academy of the Arts, however, was felt to be a decided step forward.

On November 18, 1867, a meeting of the principal artists in the city was held at Crosby's Opera House for the purpose of reorganizing the Academy upon a sure basis, founded upon principles broad and liberal, and incorporating features tending to elevate the character and condition of the arts of design. A revised constitution was adopted, and Leonard W. Volk was solicited to act as president, a position which he filled until 1878, with marked ability and harmonizing influence. "Life," "Antique" and "Rudimentary" drawing-schools were opened in Room 28, Opera House, in January, 1868. No salaries were paid, all labor, including tuition, being rendered gratuitously.

The monthly dues of one dollar from each artist member were soon found to be insufficient for the Academy's financial needs, and the administration issued a circular to the public announcing

"An artists' reception to be given in the Opera House on Friday evening, March 6, for the double purpose of raising a sufficient sum to enable the Academy to make acquisitions of art in the antique

school, and to warrant issuing invitations to the artists of the country, with a view of gathering together in this city a much larger and finer collection of art work for the annual exhibition in December."

The reception proved a brilliant affair. The Crosby Art Gallery and auditorium were rented, a large number of pictures were hung, the studios thrown open, and some classic art scenes of rare excellence given on the stage. The attendance was large, but the net profits footed up only \$450; scarcely enough to liquidate accumulated indebtedness. Gifts of \$500 from J. Young Scammon and \$100 from B. F. Culver, however, enabled the society to purchase the desired casts. On April 1, 1868, Conrad Diehl was employed to teach the schools at a salary of \$1,000. In ten months from the commencement of the schools, thirty-five pupils had been received, eight of whom were admitted to associate membership. The tuition was about ten dollars a month, no charges being made to members of the Academy. On November 5, of the same year, the first distribution of premiums among the pupils occurred, and the third annual exhibition was opened on December 18. At this exhibition the highest catalogue number was one hundred and eighteen; amount of sales of pictures, \$4,000, of which the academy received ten per cent.; sale of tickets to exhibition, \$850.

On March 16, 1869, an act of incorporation was secured through the efforts of E. B. McCagg, Charles Knickerbocker, the corresponding secretary, with the following artists included as incorporators: H. C. Ford, Charles Knickerbocker, S. E. Loring, Alvah Bradish, J. C. Cochrane, W. Cogswell, L. W. Volk, Conrad Diehl, J. F. Gookins, Louis Kurz, R. E. Moore, Theodore Pine, P. F. Reed, W. Shirlaw, G. P. A. Healy and Charles Peck.

At the annual meeting of the Academy on November 5 of the same year, the address of the president and the reports of the committee presented an encouraging view of the work accomplished and a favorable account of the society's condition.

Owing to a refusal of the use of the Opera House Art Gallery, no exhibition was given this season. This refusal, although at first depressing to members, was the means of stimulating a desire for independence, which bore fruit the following year, in leasing a new and beautiful marble-front building on Adams Street, between State and Dearborn.

A new feature was engrafted on the policy of the administration about this time, in the establishment of life-memberships and life-memberships in perpetuity, upon the payment of \$100, and \$500, respectively—a measure which, it was believed, would increase both the moral and material resources of the Academy; and the result justified the expectation.

On March 22, 1870, the new building was formally opened to the public by a reception given under the auspices of the Academy, the society having taken possession of its new quarters. The building had been erected expressly to meet the wants of the society by Jonathan Clark. It had a frontage on Adams Street was eighty feet, and its depth seventy-five feet. The material used in its construction was Cleveland stone. The lower story was occupied by stores and the four upper floors by the Academy. It contained two galleries, a hall and lecture room, large school rooms and sixteen commodious studios.

An event which excited no small interest in art circles, was the formation, in 1866, of the Crosby Opera House Art Association for the sale of the Opera House,

and three hundred valuable oil paintings. The Association announced the object of the sale to be the re-imbursement of Mr. Crosby for sacrifices made in the cause of art, and engravers and publishers co-operated with the artists in coming to his relief. Among the best known works of art enumerated on the list of premiums were Bierstadt's "Yosemite Valley," Cropsey's "An American Autumn," Schussel's "Washington Irving and his Friends," Hart's "Woods in Autumn," Gignoux's "Alpine Scenery," and Volk's original bust of Lincoln. The drawing occurred in October, 1866.

With the growth of the love for art, private collections in the city became more numerous and extensive. Originals by such masters as Rembrandt, Teniers, Couture and others were loaned by citizens of Chicago to the various exhibitions which have been described. Among the owners of large and valuable private collections during the period antecedent to the fire may be mentioned James Robb, U. H. Crosby, Bishop Whitehouse, George Stevens, J. Young Scammon and E. B. McCagg.

Art stores multiplied. Mr. Atkins opened a gallery for the exhibition and sale of paintings in Crosby's Opera House, which continued in successful operation until the time of the fire. Other dealers of prominence were Jevne & Almini, Hovey & Heffron, W. T. Noble & Co. and Martin O'Brien, the last named having in 1869, founded the Chicago Art Journal, the first Art serial ever published in the West.

LEONARD WELLS VOLK, whose name is so intimately connected with the progress of art in Chicago, was born at Willstown, Montgomery (now Hamilton) Co., N. Y., November 7, 1828. His mother belonged to the historical family of Anneke Jans Bogardus. At the age of sixteen, he began to learn the trade of a marble cutter from his father. From Massachusetts, he removed to Bethany, N. Y., from which place he went to Albion, and subsequently to Batavia, N. Y., where he established himself in business with his brother. Having become impressed with the advantages offered by St. Louis, Mr. Volk removed to that city. There he determined to carry into execution a project long before conceived—to abandon his trade and strive to attain success in art. Acting upon the new resolve, he opened a modest studio in St. Louis in 1849. His first work was the execution, from a *quærer* prototype, of Dr. J. K. Barlow, the father of his future wife. The story of Mr. Volk's attachment for and subsequent marriage to Miss Emily C. Barlow constitutes a veritable romance. Their acquaintance was formed while Leonard W. Volk was working at his trade in Bethany, N. Y. Dr. Barlow shortly thereafter removed to Quincy, Ill., and Miss Barlow was a not infrequent guest at the residence of her brother in St. Louis. It is perhaps, not too much to surmise that his affection exerted a potent influence in determining his choice of the profession of an artist, and we may readily believe that an ennobling love for a true woman was to him, in his early struggles, at once a solace, a stimulant and a safeguard. To become worthy of the woman he loved was his aim, and each success was to him doubly gratifying because he saw in it one step toward the goal of his desires. Miss Barlow was among the visitors to the young sculptor's sanctum, and it may be imagined how her presence lighted up the little room and infused new courage into the lover's heart. During those early years in St. Louis, Mr. Volk studied faithfully and worked hard, nor was he compelled to wait many years for recognition. Among the productions of his chisel during that period was a copy of Hart's bust of Henry Clay, the first piece of marble sculpture completed west of the Mississippi. The bust was highly praised by the local press, and served to bring the artist prominently before the public. Mr. Volk subsequently disposed of it to admirers of the great Kentucky statesman in Louisville. Shortly thereafter, he was commissioned by the Catholic archbishop of the diocese to execute two figures for the Cathedral, and his faithful execution of the order gained for him high encomiums from the prelate. In 1852 his reputation having been established, he was married to Miss Barlow, and took up his residence at Galena, Ill. Here he was visited by Senator Stephen A. Douglas, a cousin of Mrs. Volk. Mr. Volk returned to St. Louis, but not meeting with the success for which he had hoped, established himself at Rock Island. There he was again visited by Senator Douglas, who offered to defray the expense of Mr. Volk's pursuing his studies at Rome. The offer was accepted, and, in September, 1855, Mr. Volk made his first visit to

Europe, leaving his wife and child with his mother, at Pittsfield, Mass. After spending some time in England and France, and having visited the galleries of Paris, and attended the first French International Exposition, he went to Rome. He devoted himself earnestly to the study of his profession for a year and a half, and there modeled his first statue "The boy Washington cutting down the cherry tree." From Rome, Mr. Volk went to Florence, whence, after a few months, he sailed for New York. In June, 1857, he arrived in Chicago, and opened a studio on Clark Street, opposite the Sherman House. From that time his public career has been almost identical with the history of art in Chicago. During the first year of his residence, he executed a life-size bust of Senator Douglas, which, with other works, made him immediately and favorably known throughout the Northwest. His connection with the various art exhibitions in this city has been already mentioned, as also his identification with the movement for the establishment of the Academy of Design, whose president he was during a period of eight and a half years. It would be useless to enumerate the works of Mr. Volk, as they are so well known to every citizen of Chicago. His bust of Douglas, his statue of the same statesman (executed for Governor Matteson), his mask of Lincoln, his bust of the late Daniel Brainard (now in possession of Rush Medical College) are familiar to every resident of the city. The mask of Lincoln by Mr. Volk is without doubt the most faithful portraiture of the features of the great National martyr ever executed, and has served as a model and guide for all who have since attempted to portray that rugged, homely, yet strong and pleasant face. At the outbreak of the Rebellion, Mr. Volk enlisted as a private in Colonel John Van Arnam's regiment, and drilled with that organization in the old Board-of-Trade building, but the seventy-five thousand troops called for by the Government having already responded, the regiment was disbanded. In December, 1868, Mr. Volk made his second visit to Rome; and in January, 1871, he visited Rome for the third time, being accompanied by his wife, daughter, and son, Stephen Arnold Douglas Volk. During his absence the great fire occurred, in which his losses were serious. It is worthy of remark that on his return in 1872, he ordered, at Geneva, the first shipment of Carrara marble (400 tons) ever made direct from Italy to Chicago. His losses in the conflagration only served to revive the energy of his youth, and his works since that date show no impairment of his genius or his faithful zeal. Among these may be mentioned his statues of Lincoln and Douglas (now in the State House at Springfield), his busts of Henry Keep and the late Zachariah Chandler, G. B. Armstrong, Gurdon S. Hubbard, Rev. Jeremiah Porter, and Zuinglious Grover, president of Dearborn Seminary. The crowning effort of Mr. Volk's professional career is, beyond doubt, the superb monument over the tomb of Senator Douglas, which is one of the glories of Chicago. Mr. Volk was for several years secretary of the Douglas Monument Association, and the massive pile itself stands to-day not only as a tribute of a State's love and gratitude toward the eminent statesman, but as a monument of the genius and devotion of the artist. Mr. and Mrs. Volk have two children living, a daughter, Mrs. William B. Colt, and a son, Douglas Volk, who is an artist of rising fame in New York.

GEORGE P. A. HEALY was born in Boston, Mass., July 15, 1813, and is the eldest son of Captain William and Mary Healy. From his mother, Mr. Healy inherited a talent for painting, of which, however, he gave no indication until at the age of sixteen, when it was developed by drawing maps at school. Two years later he was presented to Thomas Sully, the great artist, who requested him to make a study of nature and copy a head by Stuart. "When they were completed and shown to Mr. Sully he, with his characteristic kindness, said: 'By all means, Mr. Healy, make painting your profession.'" Seven years later, while on his way to England to paint a portrait of Queen Victoria, Mr. Sully chanced to look at a portrait of Audubon, painted by the young student, and he said, "Mr. Healy, you have no reason to regret having taken my advice." This encouraged Mr. Healy, and he took a studio; but he did not earn enough money to pay his first quarter's rent, and his landlord, Richard Tucker, ordered pictures made of his son John and son-in-law, John Henry Gray. These were exhibited at the Athenæum in 1832. The following spring he painted the portrait of Lieutenant Van Brunt of the navy, and through him he became acquainted with, and secured sittings from, Mrs. Harrison Gray Otis. He painted her portrait and hung it in the exhibition of that summer. She was a handsome woman, and made a beautiful portrait, which proved a valuable aid to the struggling artist. It enabled him to leave a considerable sum of money with his mother, and to go to Europe, with a thousand dollars in his pocket, in the spring of 1834. He spent two years in Paris, studying from the life and copying pictures in the Louvre. In the spring of 1836, he visited London for the first time, and painted, with great success, till the spring of 1838, when the American Minister, Andrew Stevenson, commissioned him to paint a portrait of Marshal Soult. The arrangements for the sittings were made through General

Cass, Minister in Paris, who also ordered Mr. Healy to paint himself and family. While there he, also, painted a portrait of Louis Philippe. In 1838, he painted the portrait of Mrs. Cass, which, in the exhibition at the Louvre, in the spring of 1840, obtained for him his first gold medal. He also, in that year, returned to London, and married Miss Louisa Phipp, and then went back to Paris to resume the sittings of Louis Philippe. His Majesty attended a ball given by General Cass in commemoration of Washington's birthday, and, while there, observed one of Mr. Healy's works, a full-length portrait of General Washington, copied from an engraving in the work written by Sparks. The king commissioned Mr. Healy to paint a whole-length portrait of Washington for his historical gallery at Versailles. In 1844, Louis Philippe commissioned Mr. Healy to make copies of the royal personages, from Elizabeth down to William IV, together with those of the most eminent statesmen. While executing these, he was instructed to proceed with all haste to paint the portraits of General Jackson and several of the presidents and statesmen of our country. He afterward returned to the United States, to make studies for his great picture of "Webster Replying to Hayne," the studies for and execution of which work occupied him seven years. His next important work was the representation of Franklin, Lee and Dean negotiating a treaty of alliance between France and the struggling colonies. This work obtained for him his second gold medal at the Universal Exhibition in Paris, in 1855, in which year Mr. Healy first came to Chicago. In this city he has become well known by the many portraits of eminent citizens he has painted.

MRS. MARIE ATOINETTE KENNICOTT is one of the pioneer teachers of drawing and painting now living in Chicago, having taught in the Chicago Female Seminary, on Clark Street, as early as 1851. Mrs. Kennicott displayed talents as a child, which were encouraged by her mother, a woman of rare accomplishments, and a teacher in an academy at Auburn, N. Y. By her she was educated in drawing and water-color painting, and by her father in the higher branches of learning; so that, when her mother died, although Marie was but thirteen years of age, she was considered competent to take her place in the academy. Mrs. Kennicott's father, Allen Fiske, had formerly practiced law in New York City, where she was born, but being solicited by many of his former college classmates to open a school in Troy, to educate their young sons, he renounced his profession and entered upon his work at once. Later, he removed to Auburn, N. Y., where he became principal of the academy, and it was there, as his assistant, that his daughter became her mother's successor. She remained at Auburn two years, and afterward taught in the academies of Aurora and Skaneateles, and in the Troy Female Seminary. At the latter institution she made much progress in painting, also acquiring a fine musical education, and teaching vocal culture. Having lost her voice, through illness, Mrs. Kennicott again turned her attention to painting, and, after spending three years with relatives in Brooklyn, came to Chicago in 1851, when she opened the seminary, previously spoken of, which she conducted until 1854. During this year she was married to Dr. J. A. Kennicott, and went with him to reside at Kenwood. She resided there for a number of years, supervising the education of her three daughters, still keeping alive her early love for art. In 1870, she established a seminary at her own home, which she conducted for eight years. She went abroad, in 1873, with a class of young ladies, and also studied art, making a specialty of water-color painting. Since her return from Europe, Mrs. Kennicott has studied and taught continuously, spending her vacations in New York and Washington, where superior advantages are offered for her improvement, and where her paintings of fruit and flowers meet with a ready sale. Of Mrs. Kennicott's three daughters, one of them has adopted music as a profession, while the other two have, until recently, been associated with their mother in her studio. Mrs. Kennicott has, for three years, made a specialty of portraiture in pastel, crayon, and oil, having some many years ago studied in oil under several proficient instructors, especially under William Morgan, of New York City, and in pastel under Professor Mounier, a French artist, as well as other artists.

JOHN H. DRURY, one of the oldest artists of Chicago, and a prominent landscape painter, was born June 30, 1816, in the District of Columbia. His father, Samuel Drury, was, for many years, a justice of the peace in high standing. After being educated in the district schools of his native place, he went into the dry-goods business, and, for several years thereafter, was in the Postoffice Department at Washington. At an early age, he evinced strong artistic tastes, and was ever busy with his pencil and brush. His first regular lessons were taken under Thomas Doughty, at the time one of the best-known landscape artists of the country. In 1846, Mr. Drury went to Europe. After visiting London, Munich, Rome, and most of the centers of art, he decided to remain at Paris and receive instructions at the hands of Thomas Couture, the eminent painter, whose pupil he was for

three years. He returned to New York and Washington, and, soon after the breaking out of the Civil War, removed to Chicago. His studio was the first opened in the Crosby Opera House. Afterward, Mr. Drury moved to the Academy of Design, and there some of his choicest treasures were destroyed in the great fire, the artist being at the time absent in Washington. Since that casualty, Mr. Drury has continued to work at his profession, being still inspired with the love and enthusiasm of his earlier years. His scenes of pastoral life, and views of the sublimity of the Rocky Mountains, are recognized as masterpieces of art. He confines himself, however, to no specialty, but does fine work in figure-painting and representative herds of cattle. Mr. Drury was married, in 1845, to Miss Mary C. Donelan, of Boston.

C. HIGHWOOD is one of the few artists in Chicago who have received a thorough European education, having spent all his early years in Munich, where, for twelve years, he was connected with the Royal Academy of Fine Arts, a portion of this period studying under Peter Cornelius, the historical painter of world-wide fame, and for a long time director of the Academy. In 1848, Mr. Highwood opened a studio in New York City, where he met with marked success. The first portrait which brought him into prominence was that of Henry Clay, painted from sittings in New York during 1850. The artist became acquainted with the statesman through William H. Seward. After the portrait was completed, he received a letter from Mr. Clay, speaking in the most flattering terms of the faithfulness of the work. This precious document was unfortunately burned. The portrait, which is still in Mr. Highwood's possession, represents the eloquent Kentuckian in a position of repose, with folded arms and hands, his head erect, and his whole attitude and expression one of intense interest, as if he were about to reply to some adversary with his brilliant rhetoric. In 1853, Mr. Highwood's studio, adjoining the Lafarge House, was destroyed by fire, after which, in company with other artists, he started on a tour of observation to gather material for his profession. For a number of years he continued his travels, exploring, in the course of his wanderings, nearly every State of the Union, from Maine to California. At the breaking out of the War he joined the 3d Michigan Cavalry as captain, but resigned in 1863 and came to Chicago, where he opened a studio in the Wood's Museum building, corner of Clark and Kandolph streets. He afterward removed to Crosby's Opera House, his studio being the second one opened after that of John H. Drury. After the fire he visited New Orleans, and went to Europe in 1875, and returned to Chicago while the financial panic was at its height. Although he had collected about one hundred paintings from the richest galleries of Germany, his friends were doubtful of the feasibility of establishing a sale-gallery for foreign productions in the midst of such financial distress. But his venture was a success in every way, as Mr. Highwood disposed of some \$40,000 worth of paintings within the first few years. For four seasons he made European trips, and, in 1879, disposed of his entire collection. In the spring of 1883, he again permanently opened a studio, having been for the previous six years afflicted with a trouble of his eyes, which by proper treatment and this long season of rest were permanently cured. During the past few years he has, in addition to portrait-painting, devoted much time to landscape and figure painting. As he has been an extensive traveler, and has made sketches of the most notable scenery which he has witnessed, he has much material upon which to work. Mr. Highwood has, of late, been engaged on several pieces representing scenes of great beauty in Northern Michigan, and during the coming season is to start upon a tour through Arizona. Mrs. Highwood is a lady of discriminating and natural artistic tastes, and has herself a very fine collection of paintings.

FRANK M. PEBBLES, sometimes known as the "gubernatorial and judicial portrait painter," was born in Wyoming County, N. Y., October 16, 1830, being the son of Samuel and Mary J. (Warren) Pebbles. His father was a country merchant, and in 1849, removed with his family to Monroe, Wis. Six years later they settled in Waupun, where, when seventeen years of age, young Pebbles painted his first portrait under the instructions of Mr. Metcalf, having his father, half asleep, for his subject. After working some time in a desultory way, also attending school and assisting his father in his business, he determined upon portrait painting as his profession, and learning that Mr. Catlin, the nephew of George B. Catlin, the famous Indian painter, was at Beaver Dam, Wis., he determined to take lessons of him. He made arrangements to stay with Mr. Catlin six months, who agreed to give him instructions in portrait painting during that time. He was busily at work in painting houses and signs, and only made two portrait copies. At the breaking out of the War, he opened a shop for himself, then studied portrait painting for a few weeks with Mr. Metcalf, and with his brother, and then returned to the painting of signs and other ornamental work as an occupation, which "promised to have more money in it." Leaving his brother in charge of the business, in the spring of 1865, he left home, to look around. He reached

Chicago on March 6, and his first work was to ornament one of Frank Howe's circus wagons. Soon he became foreman of the Pullman Car Company's paint shops, and thus continued as long as they remained in Chicago, about three months. Obtaining employment with the Chicago & North-Western Railway Company, he commenced ornamenting wagons with portraits of those gentlemen from whom they were named, such as Rufus Hatch, George L. Dunlap, Judge H. W. Blodgett, John B. Turner, John C. Gault, etc.; Judge Blodgett and Mr. Gault had fitted up a room for him in the Wells-street depot, where he had his sittings. He was also given a letter of introduction to G. P. A. Healy, who advised him to attend the National Academy of Design in New York. Friends who had made the depot-studio possible sent him there rejoicing, as he would also enjoy the thorough instruction of Edwin White, the great historical painter. Mr. Healy's letter of introduction to Daniel Huntington, president of the Academy, was of great assistance to him in obtaining the entrée to the studios of the leading artists in the city. After spending a portion of 1867-68 in these studies, he returned to Chicago, and immediately commenced to receive orders from his old railroad friends. A large figure-painting, representing George L. Dunlap and eight subordinate officers, and on which he was engaged during all his spare time for over two years, was destroyed in the great fire with other valuable pictures. Among the latter, were portraits of Perry H. Smith, J. B. Turner and George M. Kimbark and others, his studio, at the time being in the new building of the Academy of Design, on Adams Street. After the fire, he removed, with a number of artists, to the corner of Sangamon and Madison streets. He remained one year in Chicago and spent two years in Michigan, with headquarters at Detroit. He then removed to San Francisco, and spent nearly six years in the Western States. While there, he painted three of the ex-governors of the State of California, the bonanza and the railroad kings, and the unfortunate President Kalston. At Sacramento, he obtained a sitting from General Grant, while he was on his tour around the world—the portrait being an order from Mrs. E. B. Crocker, and hangs in her gallery at Sacramento. A picture of the Chinese consul-general, his production, was sent to Canton, China. For the State of Nevada he painted the famous "Bill Nye," its first governor, twenty-one members of the Legislature, and three judges. Colorado, Oregon and Arizona all furnished their quota of governors and judges. The portrait of Judge Napton, the pioneer judge of Missouri, which hangs in the capitol of Missouri, is also the work of Mr. Pebbles; as is a picture of Governor Crittenden. Previous to going to California, he painted portraits of Senator Timothy O. Howe, of Green Bay, Wis., which hangs in the rooms of the Historical Society, at Madison; of Perry H. Smith, full figure, for the Historical Society Rooms at Madison, and also a portrait for Hamilton College, N. Y.; portraits of Judge Thomas H. Drummond, Judge Nathaniel Pope, and Judge H. W. Blodgett were painted for the United States District Court Rooms in Chicago; portraits of Judge William H. Barnum, Justice Harlan, George A. Ingalls, a niece of Mark Hopkins, and others too numerous to mention, were subsequently executed. Many of the United States officials in Chicago have called upon him and his busy brush. In June, 1862, Mr. Pebbles was married to Clara M. Russell, of Laconia, N. H. They have one daughter—Alice May, now Mrs. F. G. Baker, of Oak Park, and one son, Frank C.

DANIEL F. BIGELOW, one of the oldest artists now living in Chicago, and one of the original members of the Academy of Design, is a native of Clinton County, N. Y., where he was born in 1823. In this picturesque and beautiful country his boyhood was spent. Possessing from childhood a passionate love for nature, the mists and shadows of the Adirondack Mountains, and the calm beauties of Lake Champlain, developed that love into a style of art peculiarly his own. Many of his landscape paintings are founded upon sketches taken by him during the years of his boyhood and early manhood. Since coming to Chicago, Mr. Bigelow's fidelity to nature has been so admired by citizens whose homes were in New York, Maine and other Eastern States, that he has often been commissioned to reproduce on canvas the scenes which surrounded them before they journeyed to the West. Mr. Bigelow received his first instruction as a boy, in Clinton County, from a cousin of Hiram Powers. His bent was originally toward portrait and figure painting, but before coming to Chicago he abandoned this for landscape work, in which he greatly excels. He has been a resident of Chicago since 1865, and all his works have shown an exquisite tenderness and delicacy of feeling, though not devoid of strength. His landscapes are received with favor by all the art galleries of Chicago, as are his studies in fruits and flowers, the two latter topics exhibiting, in a marked degree, the perfection of coloring and delicacy of manipulation for which Mr. Bigelow is noted.

J. F. GOOKINS is an historical and mythological artist of decided standing and thorough training under world-renowned masters of Munich. He, with Walter Shirlaw, now of the American

Artists' League, of New York, were, perhaps, the originators of the Chicago Academy of Design. Mr. Gookins was born in Terre Haute, Ind., on December 30, 1840, the son of S. B. and Mary C. (Osborn) Gookins. Young Gookins, after receiving a preliminary education at the district schools, entered Wabash College, at Crawfordsville. At the breaking out of the War, he joined the 11th Indiana Regiment of Zouaves as a private, serving through the first three months' term, and afterward acting as volunteer aide on General Wallace's staff, and spending part of his time in Virginia and Tennessee as special artist of Harper's Weekly; the last year of the War he was stationed at Indianapolis, and at the close of the War resigned, and came to Chicago. In 1865 and 1868, Mr. Gookins went across the plains in his own conveyance, in order to pursue his artistic studies. He came to Chicago in 1865, after having been under the instruction of the Beards, of Cincinnati. He opened a studio in the Methodist Church Block, afterward removing to the Crosby Opera House, where the great fire found him. In 1870, he was married to Cora Donnelly, daughter of P. M. Donnelly, of Terre Haute. Mr. Gookins went to Europe, in 1870, for the purpose of study. He spent a short time in London, Paris and Vienna, and studied three years in Munich, under Raab, Wagner and Piloty, of the Royal Academy. The latter offered him a scholarship in his class, a privilege accorded to but few. This honor he was obliged to decline, as his interests were all in America, and he would have been forced to bind himself to a course of instruction of several years. He declined a seat upon the art jury of the Vienna Exhibition, for reasons of propriety, as the contest was between the French and the German schools of painting, and then was elected by the American Commission to write their art report. He returned to Chicago during the same year, having gained much valuable information regarding the workings of art instructions for the benefit of the Chicago Academy of Design, whose development was to him a dear object. Of his productions best known to the public, are "Little Red," "Wishing Cap," "Court-Day in Elf Land," "Flower Perfumers," "Humming Bird Hunters," "Psyche Land" and "Origin of Music." For many years he has been engaged on a series of pictures, descriptive of "Sherman's March to the Sea." He has also painted many striking pictures of scenes in the Alps and the Rocky Mountains, and has done much illustrative work for Harper Brothers. Mr. Gookins has made his mark as an art critic, having been a contributor to the *Pall Mall Gazette* (London), *American Register* (of Paris), *Harper's Weekly*, *Cincinnati Commercial* and the *Gazette*, *Knickerbocker Magazine*, *Baltimore Bulletin*, *Indianapolis Journal* and the *Saturday Evening Herald*, *Chicago Art Journal*, *Art Review*, *Evening Journal*, *Weekly Magazine* and *Republican* (C. A. Dana's), *Wabash Magazine*, of which he was editor for two years, *Terre Haute Mail* and *The Express*. He has also written for a large number of art papers, has been the successful competitor on prize poems, and has been twice appointed poet of the Phi-Delta-Theta Society, and delivered his poems at the general conventions held at Indianapolis, in 1865, and at Chicago, in 1868. Mr. Gookins has two children now living—Marguerite Ethel and Shirlaw Donnelly Gookins. The latter, a boy of ten years, was born in Munich, and even at this early age has exhibited evidences of talent which point to a bright future in the field of art. They have lost one son—Samuel D. Mrs. Gookins is a lady of rare accomplishments in music, art and letters.

JOHN PHILLIPS, one of the leading portrait artists of the country and an original member of the Academy of Design, was born in Paisley, Renfrewshire, Scotland, on May 8, 1822. From his earliest years he had a fondness for drawing. In 1836, his parents emigrated to Canada, leaving their son in the care of relatives, but his desire to see the West overcame the cautions which he had received, and the next year he determined, without the knowledge of his parents, to join them in America. He sailed for New York, intending to go to Toronto, where his father had decided to locate. While he was at Rochester, he accidentally learned that his parents had passed through that city, three weeks previously, on their way back to Scotland. He determined to work out his own career, and accordingly engaged himself with the proprietor of the Langworth Farm and Nursery. There, after the labors of the day, in a log cabin, he busily engaged himself with his pencil. At the age of twenty, he launched out as a portrait painter, and it may be imagined that his first efforts were crude and his progress slow. In 1847, he obtained his first orders of distinction, having been commissioned to paint, while in Albany, the portraits of Governor Young of New York, Ira Harris, Henry O'Reilly, of the Court of Appeals, and many of the State senators. In 1848, Mr. Phillips married the daughter of Major Hartshorn, of Angelica, Allegany Co., N. Y., and the next year started with his wife for Porto Rico, West Indies. There he worked to such good financial advantage that, in 1852, he was enabled to go to Europe to prosecute his studies, his wife accompanying him on this trip. He carried with him letters to Sir John Watson Gordon, of Edinburgh;

from him to Sir Edwin Landseer; and from the latter to John Phillip, the painter of the famous gypsy scenes, who had then returned from Spain. Upon the recommendation of the latter artist, Mr. Phillips went to Madrid, to study the works of Velasquez, Murillo, Titian and VanDyke. During his two years' stay in that city, Mr. Phillips attracted much attention, his career being referred to in flattering terms, by Tuckerman, in his book entitled "American Artists." He afterward visited Italy, and passed a few weeks in Paris, returning to New York in 1854, and opening a studio on Broadway, in the same building occupied by George Inness and Arthur Tait, and afterward by James Hart. In the winter of 1858-59, he was located in Cuba, and engaged in painting the portraits of Captain-General Concha and others, but the reports of yellow fever so alarmed Mrs. Phillips that her husband left all his work unfinished and departed for Key West. There he remained until May when he returned to New York, painting, within the next two years, the portraits of such men as Governor King, of New York, William H. Seward, Thurlow Weed and Lieutenant-Governor G. W. Patterson. The head of Dr. Bartellett, which he exhibited in the National Academy of Design, was highly praised by fellow-artists and members of the press, many ranking it as the best in the exhibition. In the spring of 1861, he went to Montreal, to paint the portrait of Henry Moulson, for Magill College, and while there he was kept busy in painting portraits for many other celebrities. While resting from his arduous labors, upon the advice of his physician, Mr. Phillips was tempted to invest his savings of many years in the famous "Oil Rock" well in Western Virginia. He continued in the business four years, lost all his money, and found himself in debt. Obligated to commence life anew, he next opened a studio in Chicago in 1868, and, through Mr. Tuckerman's book, found himself already well known. During this year he became a member of the Academy of Design, and has since been warmly attached to that institution. Up to the time of the fire, his success was great, his portraits during that period numbering among the hundreds and embracing such distinguished persons as General Phil. H. Sheridan, Thomas Ewing, Wilbur F. Storey, of the Times, Mayor John B. Rice, Mahlon D. Ogden, Alfred Cowles, Robert Laird Collier, Louis and Christian Wahl, Mathew Lafin, Philo Carpenter and S. P. Rounds. He also painted President Blanchard, of Wheaton University, Christine Nilsson, Edwin Adams, the actor, James Robinson, the great circus rider, and Brigham Young. The three last-named portraits, and others not mentioned, were lost in the great fire, together with the links in the system of color upon which he had been studying for years, and valuable copies from Murillo, Velasquez, Titian and VanDyke. Mr. Phillips also met with a loss in the second fire, but previously had painted portraits of many famous characters, such as John McCulloch, in the character of Richelieu, Stanley, the African explorer, and Rubinstein, the pianist, all of his work being taken from the living subjects. A call to Rochester followed, where he painted portraits of Bishop McQuaid, and others, and in New York City, of Colonel John Tappan, Mr. Franklyn, of the Cunard Line, and General Jones. It may be added also that the State of Colorado has had all her ex-governors painted by Mr. Phillips. Since coming to Chicago, in 1880, he has further added to his reputation by placing upon canvas likenesses of such men as John Wentworth, for the Historical Society, Cyrus H. McCormick, Erskine M. Phelps, John Allston and Dr. J. Adams Allen, for Rush Medical College. His latest portrait was that of John Norquay, premier of Manitoba. The above were from sittings. From photographs, he has painted the late Thomas Hoynes, for the Iroquois Club; Samuel Medill, for the Press Club, and ex-Mayor John B. Rice, for the Historical Society. In fact, his portraits are scattered over many lands, and all give evidence of that thorough training and warm touch of life which have ever characterized his work.

A. D. BEECHER, one of the oldest artists of Chicago, and a member of the Academy of Design, was born at Avon Springs, N. Y., in 1839, the son of Lewis W. and Lois (Wheelock) Beecher. Mr. Beecher early showed a taste for art, but was opposed by his father, who wished him to study law. In 1854, he entered the office of Judge Hosmer, of Avon Springs, with the intention of adopting that profession, but his inclination was so against it, that his father consented to his making art his profession, and accordingly he studied, during the same year, with Colby Kimball, of Rochester, N. Y., remaining with him three years. During this time he painted numerous pictures, which were scattered among friends and acquaintances. During the summer months the visitors at Avon Springs were mostly wealthy families from New York, Philadelphia and the South, who were attracted to the young artist's studio; and he painted many portraits and figure-subjects. In 1862, he opened a studio at Rochester, meeting with good success as a painter of portraits, and also receiving many orders for figure-subjects. He painted fine portraits of the poet Hosmer, of Judge Gardner, Dr. Backus, William Reynolds; also of twin chil-

dren of Mr. and Mrs. Robert Gaffney. He also painted, for Rufus Keeler, then mayor, a composition-piece entitled "Corn Husking," wherein were four figures—a production so well liked by that gentleman, that he received an order from him for a companion-piece, and painted "The Noon-day Lunch." In 1870, he came to Chicago, and opened a studio in the Major Block. He painted portraits of Dr. Major and wife, Dr. Dyer, Captain George Brooks, Mrs. H. R. Phillip, and others. The fire of 1871 destroyed the artist's studio, books, pictures, sketches and a valuable collection of oil studies made in New York. After the fire, he removed to Geneva, Ill. He subsequently spent some time in New York City painting portraits, among them those of Mr. and Mrs. Hoyt, Mrs. Andrew McKinney, John W. Mevill, Dr. Chapin, Albert Holden (organist of Dr. E. H. Chapin's church); also, Miss Emma Abbott, then the leading singer at the same church. In 1877, he returned to Chicago. Mr. Beecher has been occupied chiefly with portraits of late, but has found time to paint quite a number of figure-subjects, among which may be mentioned "The Old Smoker," owned by William L. Pope; "The Fruit Girl," "The Comfort of a Smoke," and "Waiting for the Train," owned by Marshall M. Kirkman; "The Morning Paper," owned by George Sturges; "The Music Lesson," "The Christmas Presents," and "The Street Organ Player," painted for Dr. Crittenden; "A Beggar Girl" and "Meditation," painted for Professor Hopkins, of New York. All of these pictures bear the impress of careful study, and are among his best works.

GEAN SMITH is recognized as among the finest animal painters of the country, having, for several years past, made a specialty of reproducing upon canvas the grace and strength of the horse. Born at Phillipsport, Sullivan Co., N. Y., in 1854, all his early life was passed in close companionship with that noble animal. His habits of careful observation, coupled with his artistic tastes, produced a love for his special work, which has grown with experiment and experience. In 1870, he opened a studio in Chicago, where many of his productions have called forth most favorable comment from the general public. His "First American Derby," representing the start of all the horses which took part in the last June meeting at the Washington Park, and also, "The Finish," a companion-piece, are among his largest pieces, and were exhibited at the New Orleans Exposition. "Maud S." is a large picture, which has been much admired, showing the famous beauty at full length, her chestnut coat—fine and soft as seal-skin—fairly glistening, each delicate limb clear-cut as steel, and her long, intelligent head stretched out, as if investigating the pretensions of a baby, who is held out toward her by a nurse. "The Call for Aid" is also a striking piece of work. A wounded cavalryman has fallen from his horse on the retreat from a wintry battle-field, and as the soldier lies in the foreground, the faithful horse stands close by, and neighs loudly for assistance. Among the horse celebrities which Mr. Smith has placed upon canvas are Jay Eye See (the Pride of Racine), St. Julien, Rarus, Edwin Thorne, Director Johnston, Little Brown Jug, Richball, Flora Belle, Westmont, Leonatus, General Harding and Drake Carter. "Round Lake Herd," a cattle scene, and "Zero," representing a group of horses in a bleak field, with their heads over each other's backs trying to keep warm, are also paintings which show boldness of execution and faithfulness to nature. It may be mentioned, in conclusion, that Mr. Smith has also done some work with his pencil, in the line of book illustrations—"Peck's Bad Boy" and "The Lime-Kiln Club" being examples.

ARCHITECTURE.

The period from 1857 to 1871 was marked by a decided and general advance in the direction of building. Not only did the number of new buildings constantly multiply, but each year saw a better class of structures in process of erection. Yet the city had still to learn the lesson taught by the great fire—the danger of using wood as a building material. During the period named, wood was employed almost entirely in private dwellings. More thought and expense were devoted to securing a pleasing exterior, than toward rendering buildings fireproof, or even substantial. As an illustration, the old Water Works, was built of stone, at a great cost, and roofed with shingles.

It is not possible within the limits of the present chapter to do more than enumerate some of the most noticeable buildings on account of architectural design and finish, which are best remembered by the citizens of the ante-fire era, without attempting to enter into

a detailed description of any of them. The various views presented in this work, will convey a more intelligent idea of the character and progress of architecture than mere description could do.

The old Post-office, on Dearborn, between Madison and Monroe streets, erected in 1855, was still in use. The Court House and City Hall, on Randolph and Washington streets, had been enlarged by additions until it was an imposing edifice in size, yet lacked unity of design.

Churches, rivaling in size and beauty those of any American city, had sprung up as if by magic. Catholics, Unitarians, Presbyterians, Methodists and Episcopalians vied with each other in the erection of imposing temples of worship.

The Sherman and Tremont were still the leading hotels, although the Grand Pacific—intended to surpass them both—was ready to receive its furniture, and the foundations of the Palmer House had been laid at the time of the fire.

The leading theatres were the Crosby Opera House, Wood's Museum, McVicker's and Hooley's, the first named having been thoroughly renovated and made one of the most justly famed places of amusement in this country.

Several of the railroad companies had erected large and costly passenger depots, notable among which were those of the Illinois Central and the Union Depot of the Lake Shore and Rock Island roads.

The newspapers occupying their own buildings were the Tribune, Times and Staats-Zeitung. The first named paper had, in 1869, at a cost of \$225,000, erected a four-story building of stone, with iron front frames and roof, having iron shutters, which at the time was considered absolutely fireproof.

Among the largest bank-buildings were those of the First National and Marine Banks and the Depository Building,—all costly edifices, erected with special reference to the uses for which they were designed, with offices on the upper floors. Of the insurance companies, the Republic Life, the Hartford, and the Merchants' possessed fine quarters.

Among the business houses occupied by wholesale dealers, may be mentioned that of Field, Leiter & Co., on Market Street, and the Drake-Farwell block, on Wabash Avenue and Washington Street. But the wholesale merchants of that day did not, generally, own the buildings which they occupied; and the same statement applies to the retail dealers, with few exceptions.

The most pretentious office-buildings were found on State, Lake, Dearborn, Clark, Washington, Madison, Monroe and LaSalle streets; although Wabash and Michigan avenues, near the business center of the city, were being rapidly transformed from residence streets into avenues of trade.

But few iron-front buildings had then been erected, the Lloyd Block, on Randolph and Wells streets, being among the first. Some of the blocks, conspicuous for their size and architectural beauty, were the Honoré, on Dearborn, near Adams; the Bryan, LaSalle and Monroe; Arcade, Clark, between Madison and Monroe; the Boone, LaSalle, near Washington; the Bowen, Randolph, near Wabash Avenue; Cobb's, Washington, near

Dearborn; Dickey's, Dearborn and Lake; Fullerton's, Washington and Dearborn; Garrett's, Randolph and State; Link's, Lake and LaSalle; McCarthy's, Dearborn and Washington, and another on Clark and Randolph; Magie's, LaSalle and Madison; Morrison's, Clark, near Monroe; Oriental, LaSalle, near Madison; Otis, Madison and LaSalle; Portland, Dearborn and Washington; Scammon, Randolph Street and Michigan Avenue; Union, LaSalle and Washington. These mentioned will serve as representatives of their class. They have been selected somewhat at random, since to give a complete list would occupy too much space, and be of



POTTER PALMER BUILDING.

little practical value. On the North Side, the Purple Block stood on the corner of Clark and Ontario streets, and the Uhlich Block on Clark, near Kinzie.

From what has been said, it will appear that building in Chicago was progressing rapidly when the great disaster of 1871 fell upon the city. Substantial brick, stone and iron-front buildings, were being erected with wonderful rapidity. On State Street alone, during the year 1869-70, over forty stone buildings, all six stories high, were constructed.

But, as has been already intimated, the eagerness to build pervading all classes of capitalists had become almost a mania, the feverish excitement having reached a point where it was no longer controlled by the cooler judgment of the builders. Utility, speed of construction, and a prospective large return on the capital invested, were the fundamental considerations. When the conflagration of October, 1871, visited the city, not a single building within the district swept by the flames was able to offer any resistance to their progress. In a few instances the walls were left standing, grim monuments of buried hopes and warnings against future folly. How thoroughly Chicago learned the lesson of the great fire, and the consequent improvement in the

character of the buildings erected since that terrible experience, will be told in another volume.

Among the architects of the period named, may be



HONORÉ BUILDING.

enumerated the following, whose biographical sketches are appended:

JOHN M. VAN OSDEL.—To this gentleman, more than to any one man, is Chicago indebted for the architectural improvement in her buildings, as he was the first architect to find employment here, and has been thoroughly identified with its progress since his arrival in 1836. Mr. Van Osdel was born at Baltimore, on July 31, 1811. His father was a carpenter, and the son worked at that trade with him until, after passing through the grade of master-builder and contractor, he finally devoted himself solely to architecture. His early educational advantages were limited to what knowledge he could obtain by reading after working hours, but such good use did he make of his time that, in 1833, when but twenty-two years of age, he began the publication of a work on practical house carpentry. In 1836, through the influence of William B. Ogden, he came to Chicago, and the following year designed and erected for Mr. Ogden the residence on Ontario Street. He also turned his attention to ship-building, and completed two of the first vessels ever built here—the steamboats “James Allen” and “George W. Dole.” In 1839, he constructed several large pumps for lifting water out of the Illinois and Michigan Canal, then being constructed, and soon after invented a horizontal wind-mill which greatly increased the power of the pumps. In the fall of 1840, he removed to New York, and became associate editor of the *American Mechanic*, now the *Scientific American*, but the work proving too confining he returned to Chicago the following year and resumed the practice of his profession. In 1841 he built Chicago's first grain elevator. In 1843, with Elihu Granger as a partner, he entered the iron foundry and machine business, but abandoned it two years later. He then established an office on Clark Street, and was at that time the most prominent architect in the city. Mr. Van Osdel saved his valuable papers and books, though his office was burned in the great fire. After the fire he occupied rooms on the corner of Monroe and LaSalle streets, but was soon compelled, by increase of business, to seek more commodious quarters. Among the many elegant buildings in this city designed by Mr. Van Osdel are the Palmer House, the Tremont House, the Oriental, Kendall and Hawley buildings, and the McCormick and Reaper blocks, as well as many of the finest residences. Owing to failure of health, produced by overwork, he was, in 1873, forced temporarily to suspend his labors. The next two years he spent in travelling through the Far West and in Europe, and returned completely restored. Though having no

ambition for political advancement, Mr. Van Osdel has occupied a seat in the City Council, and has been frequently called upon to serve upon committees where his professional knowledge made him particularly useful. He is one of the trustees of the Illinois Industrial University as well as of the Chicago University. In 1832, he married Miss Caroline Gailer, of Hudson, N. Y., who died in February, 1845, and, in 1846, he was married to Miss Martha McClellan, daughter of James McClellan, of Kendall County, Illinois. Mr. Van Osdel has no children of his own, but has adopted three girls and one boy, the latter dying when a youth.

W. W. BOYINGTON stands in the foremost ranks of the architects of Chicago. He received his professional education, in great part, from Professor Stone, of New York City, who was a scientific as well as a practical architect. In order to become thoroughly familiar with materials used in all kinds of architecture, he became an employé of Charles Stearns, who at once made him foreman, so untiring had been his application up to the age of twenty. Three years later, he commenced business for himself as architect and builder, and after a successful competition with others, he lost all the contents of his shop by fire. In less than a year, however, his steadily increasing business compelled him to seek a location affording better facilities. About this time, he associated with Mr. Decreete, under the firm name of Decreete, Boyington & Co. For five years success attended the firm. Once more, Mr. Boyington was a victim of fire, and lost not only his building and machinery, but also his lumber yard. A year prior to the destruction of his property, he had been elected a member of the State Legislature, and was made chairman of the Committee on Public Buildings. The following year, he declined a re-nomination in order to give his whole attention to the re-organizing of his business, which was very quickly in a flourishing condition. Subsequently, he sold out his interest, and devoted himself entirely to architecture. In the spring of 1853, Mr. Boyington came to Chicago, and being satisfied that a great field was open here, he closed up his business in Massachusetts, returning to this city in November of the same year. His first work here was to draw the plans for the Central Union Depot. His subsequent success is attested by the many magnificent churches, business blocks, hotels and school-houses of which he has been the architect. Among the churches in Chicago designed by him may be mentioned the following: St. Paul's, First Presbyterian, Wabash-avenue Methodist, First Baptist, North Presbyterian, Centenary, and Ada-street Methodist. Many others, of equally elaborate designs, have been constructed by Mr. Boyington in Michigan, Ohio, Pennsylvania, Indiana, Iowa and Wisconsin. Among the hotels erected according to his plans and under his supervision are the Grand Pacific Hotel, Sherman House, Massasoit House, and Metropolitan Hotel, all of Chicago. The Newhall House, Milwaukee, Wis., Brewster House, Freeport, Ill., and Ottawa Hotel, Ottawa, Ill., were also planned by him. Among the public buildings which he has designed, are the University of Chicago and Dearborn Observatory, Female Seminary at Hyde Park, Female Seminary and Convent of the Sisters of Mercy, the building and towers of the Chicago Water Works, the fireproof buildings of the land department of the Illinois Central Railroad, the Grand Union Depot of the Chicago, Rock Island & Pacific, and the Lake Shore & Michigan Southern Railroad companies, Crosby's Opera House and Art Building, Farwell Hall, Masonic Hall and Oriental Building, all of which were erected previous to the great fire of 1871. Mr. Boyington has also planned and constructed an extensive High School building at Des Moines, Iowa, the Insane Asylum and County House at Knoxville, State Arsenal at Des Moines, Iowa, fireproof county jail in Pike County; and the penitentiary at Joliet was principally constructed under his supervision. He has also designed many handsome business edifices, among which are Bowen Bros.' and McKay Bros.' marble front blocks, McCormick's and Farwell's blocks, Wadsworth & Keep's, and Mills, Follansbee & Co.'s marble blocks on Lake Street, and many others less pretentious, for wholesale purposes. During the year immediately following the fire of 1871, the value of the buildings designed by him and erected under his charge, aggregated over two million and a half dollars. Among the best known of these structures are the Grand Pacific Hotel, the Sherman House, and the depot of the Lake Shore & Michigan Southern and Rock Island & Pacific Railroad companies. Many of the handsome business blocks erected since the fire are monuments of Mr. Boyington's professional skill.

EDWARD BURLING was born in Newburg, Orange Co., N. Y., in April, 1819. At an early age he went to New Jersey to live with an uncle, where he received such educational advantages as were afforded by the local schools. He returned to Newburg at the age of fifteen, and was apprenticed to a carpenter. He followed the trade until he came West. In 1843, he came to Chicago, when he at once entered upon the business of a contractor and builder, there being at that time little demand for professional architects. His first effort in building in this city was to erect a dwelling on

the corner of Monroe Street and Wabash Avenue, for E. B. Williams, which was afterward changed into what was known to old citizens as the "Maison d'Orée," and which stood on the site afterward occupied by Fisk's millinery store. He was next employed by General Webster in erecting the old Marine Hospital, situated near the light-house, and not far from the site of old Fort Dearborn. At the completion of this work, he abandoned the occupation of a builder and entered the service of William B. Ogden, with whom he remained about three years, when he resumed his former vocation. Having an inborn taste for architecture, it was not difficult for him to rise in his chosen profession. From the date on which he first opened an office in Chicago, his success has been uniform. During his professional career he has superintended the erection of the custom house and post-office in this city, besides planning and superintending the construction of many other large public and private buildings, among which may be mentioned the Tribune Building, First National Bank Building and St. James' Episcopal Church. In 1876, he was elected a county commissioner, which office he held three years. He was married in Orange County, N. Y., in 1844, to Miss Eliza G. Proctor, and has three children living—Helen, Lizzie G. and Edward Burling, Jr.

AUGUST BAUER is a native of Germany, born near Frankfurt, in Hesse-Darmstadt, on June 16, 1827. His father was Jacob Bauer, a prominent educator and professor of literature, who gave to his children a liberal education. At the age of eighteen, August had completed his preparatory studies, and then entered upon a scientific course in the polytechnic school of Darmstadt, from which he graduated with high honors in 1850. The profession for which Mr. Bauer had especially prepared himself, that of an architect, was one, at the time he quitted school, which offered but little inducement to its followers, owing to the unsettled condition of his country's affairs, consequent upon the revolution of 1848. Accordingly, in 1851 he emigrated to New York City, where he at once entered upon the practice of his profession, and eight months later was appointed to the position of assistant architect and engineer of the famous Crystal Palace building. He served in this capacity until the completion of the building in 1853. In that year he came West, and, after visiting the principal cities, located, in September, at Chicago, which has since been his home. Of his success in his professional career from that time, it is needless to speak, except to

has since followed. In 1853, he was engaged on the Illinois Central Railroad, being attached to the engineer corps at Galena and Decatur, Ill., under Colonel R. B. Mason, who had his headquarters at Chicago. At this time, S. Perrier, an elderly French gentleman, was the architect of the company. At Mr. Perrier's death, in 1854, Colonel Mason appointed Mr. Matz architect of the road, and he at once prepared the plans and superintended the building known as the great Union Depot, at the foot of South Water Street, the most prominent building in Chicago at that time. He also designed and superintended the construction of the large freight houses, the round-house and shops, and, indeed, most of the company's buildings along the line of the road, extending over seven hundred and ten miles of track. He continued with them until 1857, when he concluded to open an office in Chicago, and enter upon the practice of his profession independently. His first office was in the old Post-office Building, on Dearborn Street, where, for four years, he met with much success. In July, 1861, he was appointed assistant engineer in the U. S. Army, and reported for duty to General Fremont, in Missouri. After the reorganization of the department, he remained at the headquarters of General Halleck, until after the siege and occupation of Corinth, Miss., when he was attached to General Grant's army on the march south. Returning to Memphis, he was commissioned by Governor Yates, of Illinois, a major of Illinois Volunteers, upon the recommendation of Generals Grant, Logan, McPherson and Wilson. He remained on engineer duty with General Grant through the siege of Vicksburg, and was engaged on the topographical surveys and military defenses of that campaign. In 1864, he returned to Chicago, and resumed his profession. In 1868, he was appointed architect of the public schools by the Board of Education, and has since occupied a prominent place as an architect in the city. When it was determined to build the Chicago Court House and City Hall, the commissioners offered a prize of \$5,000 for the best plan, and, although there were fifty-four plans submitted from all over the country, the prize was awarded to Mr. Matz. He has designed and superintended the erection of several prominent public buildings since the fire, among which may be mentioned the hospital of the Alexian Brothers, Chicago Hospital for Women and Children, and numerous business blocks and fine dwellings. He was married, in Chicago, in 1857, to Miss Mary E. Lewis, sister of H. L. Lewis, of Chicago, and has three children—Hermann L., Rudolph and Evelyn.

OTIS LEONARD WHEELLOCK was born in Cambridge, Washington Co., N. Y., on August 21, 1816, a son of Amariah and Roxana (Darby) Wheelock. In the spring of 1839, he set out for Chicago in a lumber wagon. On his arrival, he learned, to his great disappointment, that the last boat of the season had sailed on the preceding day. Finding himself thus compelled to winter in Chicago, he sought employment, and found it on the old Tremont House (then being built by the Couch Brothers) and on the Clybourne House (the first brick building ever erected in Chicago). In the following spring, being unable to get his pay, and in utter disgust with the Far West, he resolved to bid it a final farewell. Selling what effects he still retained, he departed, abandoning a half acre of land at the corner of Wabash Avenue and Madison Street, on which he had made one payment. He established himself at Watertown, N. Y. While following his trade as a builder, he drew the plans and supervised the erection of a Baptist church in that village, and in the course of its construction carved with his own hands the capitals for the Ionic columns of the portico and made the moulds for the ornamental plaster work of the interior, although totally untrained in either carving or moulding. His friends, recognizing his success in this new field, urged him to devote himself to architecture as a profession. Adopting this advice, Mr. Wheelock proceeded to New York, and entered the office of Minard Lefevre, one of the most eminent architects of his day, as a student. He afterward returned to Watertown, and soon had an opportunity to prove his professional skill in re-building the business portion of the town, which had been shortly before swept by a conflagration. After the town had been re-built, he found comparatively little demand for his professional services, and in January, 1856, he returned to Chicago. This time he was accompanied by his young wife, having married Miss Minerva M., daughter of Leonard D. Mansfield, of Pulaski, N. Y. A co-partnership was formed with W. W. Boyington, but was dissolved in two years, when Mr. Wheelock established himself alone, at No. 79 Dearborn Street, where he conducted an extensive and prosperous business for a quarter of a century, returning to his former location immediately upon the re-building of the edifice after the fire of 1871. During the sixteen years preceding that calamity, he designed and superintended the erection of many important and elegant buildings in Chicago, as well as in other cities of the Northwest. In connection with Mr. Boyington, he was commissioned by the State to prepare the plans and supervise the building of the penitentiary at Joliet. Previous to its construction (which occupied nine years),



RUINS, HONORÉ BUILDING.

say that it has been fairly and honorably earned. He is the president of the Chicago Chapter of the American Institute of Architects, a position of no small distinction. Mr. Bauer married, in this city, Miss Anna Appel, a native of Berlin, but who was reared and educated in Chicago. She is a lady of fine literary and musical attainments. They have five children, three sons and two daughters—Max, Herman, Robert, Hattie and Clara.

OTTO H. MATZ was born in Berlin, Prussia, in 1830, and received a thorough education, which fitted him for the profession he

Mr. Wheelock was delegated to accompany commissioners of the State on a tour of inspection of large prisons in other States. In the great fire, he lost his professional library and his valuable collection of drawings and instruments. His residence, No. 2250 Wabash Avenue, escaped the flames, and he opened a temporary office, at once, in the billiard room of his house, and was soon overwhelmed with work, finding it necessary, at times, to employ as many as thirty draughtsmen. Space forbids even an attempt to enumerate the many elegant edifices erected after his designs. Since January, 1878, W. W. Clay has been associated with him in business. Perhaps Mr. Wheelock's most artistic work has been the mausoleum erected for the remains of the late Henry Keep. To the execution of this work he brought not only the skill of an artist, but the affection which had grown out of a life long intimacy. Mr. and Mrs. Wheelock have two children—Harry B. and Charlotte, wife of C. A. Hall, now a resident of Minnesota. The former was educated at the University of Michigan, and is now a student in the office of his father.

DANKMAR ADLER was born in Germany, on July 3, 1844, and came to America ten years later. His home being in Detroit, he attended the public schools of that place and the high school in Ann Arbor. He began the study of architecture in the office of E. Willard Smith, of Detroit, in 1859, and came to Chicago two years after, and spent much of his time in the office of A. Bower, architect. When the War broke out, he enlisted in Battery "M," 1st Illinois Artillery, serving from August, 1862, to the close of the Rebellion. He was in the engagement at Chickamauga and Atlanta, and the last six months of service were passed in the topographical department of the engineer corps of the Military Division of the Tennessee. After the War closed, he went back to the office of Mr. Bower, but remained only a short time. He was next associated with O. S. Kinney, and, after his death, in company with A. J. Kinney, a son, carried on the uncompleted work of the office. In January, 1871, he formed a partnership with Edward Burling, with whom he was associated till 1879, and they were engaged on work for new buildings to take the place of those destroyed in the conflagration of 1871. Among the buildings planned by them may be mentioned the First National Bank, Tribune, Dickey, Manierre, Garrett, Marine Bank, Kingsbury and Ogden buildings, St. James' Church, Grace Church, Sinai Temple, and many others fully as well known. After separating from Mr. Burling, Mr. Adler was engaged in such work as the erection of Central Music Hall, re-construction of the Hamlin—now Grand Opera House—Building, the erection of the Ryerson and Borden blocks, and the arrangements in the Exposition Building for the May Festival of 1880-82 and for the Republican and Democratic Conventions of 1884. In 1882, he associated with him Louis H. Sullivan, his present partner, and they planned the erection of Haverly's Theatre, and re-constructed the interior of Hooley's Theatre, the erection of the Hammond Library and Troesch buildings, and perfected the arrangements in the Exposition Building for the Grand Opera Festival of 1885. Mr. Adler was married, in 1872, to Miss Dila Kohn, daughter of Abraham Kohn, a gentleman well and favorably known to most of the older residents of Chicago. Mr. and Mrs. Adler have three children—Abraham, Sidney and Sarah. Mr. Adler is secretary of Chicago Lodge, No. 437, A. F. & A. M., and was secretary of the United Hebrew Relief Association for four years. He was also secretary of the Standard Club for several years.

LOUIS H. SULLIVAN, junior member of the firm of Adler & Sullivan, was born in Boston, Mass., September 3, 1856. After graduating from the Massachusetts Institute of Technology, he went to Philadelphia, Penn., and was in the office of Furness & Hewitt for about six months. Coming then to this city, in 1873, he continued his studies with W. L. B. Jenney, and in June, 1874, went to Paris to further perfect himself in his profession. After taking a special course in the school of Fine Arts, and passing the required examination, he studied under the famous Parisian architect, M. Vaudremer. He returned to Chicago in July, 1875, and after five years more of faithful and practical study with leading firms, he formed his present partnership with Dankmar Adler.

EDWARD BAUMANN was born near Dantzig, Prussia, August 18, 1838, and is a son of Albert Baumann, a leading merchant of that city. He was given a liberal education, completing his literary and preparatory course at the age of fifteen, when he entered the polytechnic school of Graudenz, from which he graduated in 1856. Immediately following this he came to America, and, in the spring of 1857, arrived in this city and entered the office of Burling & Baumann, architects, with whom he remained several years. In 1860, he went to Memphis, Tenn., where he began the practice of his profession on his own account. The breaking out of the Civil War, in the following year, caused him to leave the South and to return to this city, where he has since resided. Mr. Baumann has been eminently successful in his professional work, and he is likewise highly esteemed both as a man and a citizen.

Among the memorials now standing of his labors may be mentioned the Metropolitan Block, the Ashland Block, and several of the large grain elevators of this city. Mr. Baumann married, in 1868, Miss Elise Steinbauer, a native of Prussia, and a lady of rare culture and worth. They have two children—Lettie and Edgar.

WILLOUGHBY J. EDBROOKE.—Among the many architects and designers of whom our city may be proud, not only for his social qualities, but also for the eminence he has reached in his high profession as a designer, is Willoughby J. Edbrooke, who has, for many years, added to the city's architectural beauty in superb blocks of residences as well as business houses and public buildings. He was one of the competing architects who submitted plans for the new Court House, and his design was by many considered the best submitted to the authorities for approval. Mr. Edbrooke was born near Chicago, September 3, 1843, of English parents, who settled in this city in 1836, where, for many years, his father ranked as a leading contractor and builder. In the earlier years of his life, Willoughby manifested a decided taste for designing and construction as well as for architectural drawing, and, during the latter part of his scholastic education, he devoted all his leisure time to the study of those branches which were allied to architecture. Leaving school at the age of seventeen, he served as apprentice to his father, and applied all his energies to the acquirement of a thorough practical knowledge of the details of architecture, his father's business giving him abundant proofs of the practical value of his theories. In 1861, he began the business of a contractor and builder on his own account, combining with that work the practice of his profession. After seven years in that business he abandoned it, and devoted himself exclusively to architecture. The results have shown that Mr. Edbrooke is eminently fitted for his chosen profession. Mr. Edbrooke has for years been an active as well as prominent member of the Order of Freemasons as well as of the Knights of Pythias.

CORD H. GOTTIG was born in Hamburg, Germany, in February, 1829. He was educated at the Academy at Munich, giving all of his attention to the study of architecture. After finishing his studies, he went into the employ of the government, and remained until 1852, when he became the architect of the Attona-Kiel Railroad running from Hamburg to Kiel and was in their service for about three years. In 1857, he came to Chicago, and, after his arrival, went into an office as a draughtsman, in order to become familiar with our style of architecture, and the year following acted as architect for the Illinois Central Railroad Company in erecting the buildings along its line, and was three years in charge of this work. In 1861, he opened an office for himself on Washington, near LaSalle Street. The building was destroyed by fire in 1871, when he lost the entire contents of his office, and was compelled to erect a temporary shanty in Reed's lumber yard, on the West Side, where he at once commenced work. He removed afterward to the Exchange Building, corner of Clark and Washington streets, and finally located in his present quarters. He has been a persistent worker in his profession, and has matured plans for many fine structures in this city. He was married, in Chicago, in 1877, to Mrs. Amelia Van Hacke, and has one child—Della.

WILLIAM THOMAS was born in New York City on May 7, 1830, and is descended from a long line of ancestors who followed architecture as a profession. His grandfather was named Thomas Thomas, and was a prominent architect of London, England, having studied his profession in that city, his three sons—Griffith, Thomas, Jr., and William, father of the subject of this notice—also following in that business. In 1856, William Thomas, Sr., came to Chicago, and in 1857, William Thomas, Jr., followed him, and continued the study of his profession with his father, who established himself as an architect here upon his arrival. After two years, he formed a partnership with his father, under the firm name of William Thomas & Son, which continued until the former's death in 1868; after which Mr. Thomas sustained the business alone. He has made a specialty of private residences, some of which are among the finest in the city. He also made the plans for, and superintended the construction of, Lill & Diversey's extensive brewing establishment, as well as that of the J. J. Sands' Union Brewing Company, and several other similar buildings that were destroyed in the fire of 1871. Mr. Thomas is a member of Hesperia Lodge, No. 411, A. F. & A. M.; of York Chapter, No. 148, R.A.M.; and of Chicago Commandery, No. 19, K.T. He is also a member of the Royal Arcanum. He was married in this city, in 1862, to Emma E. Davies, daughter of the late John Davies, a silk manufacturer of Staffordshire, England, where Mrs. Thomas was born. They have seven children—Emma, Lillian, Grace, Maud, William, Eugene and Harry. Mr. Thomas and family are members of the First Congregational Church.

JOHN CROMBIE COCHRANE was born November 8, 1833 in New Boston, Hillsboro' Co., N. H., the son of William C. and Harriet C. Cochrane. Mr. Cochrane's education was obtained in the common school and the academy. After completing his studies,

he entered the office of his uncle, to study engineering and architecture. In 1855, he came West, and obtained employment in an architect's office in Chicago, remaining nine months. After that he opened an office in Davenport, Iowa, and during the years 1856, to 1858, he designed and superintended the erection of all the prominent buildings in that city, among which was the Burtis House, St. Luke's Church and Metropolitan Hall. In the spring of 1859, Mr. Cochrane removed to St. Louis, where he practiced his profession until 1861, when he returned to the East, and for four years divided his time between Boston and Manchester, N. H. In 1864, he returned to Chicago, and opened an office on Monroe Street. He designed the Iowa State House in connection with his partner, and they were employed as architects. He was the architect for the court-houses at Bloomington, Olney, Pontiac and Joliet, Ill.; for the court-houses at Crown Point and Valparaiso, Ind. Marshall, Mo., and at Atlantic and Marshalltown, Iowa; for the

Cook County and Michael Reese hospitals in Chicago, Cook County Infirmary at Jefferson, Rush Medical College at Chicago, and the State University Medical College at Iowa City; the Chamber of Commerce, First Presbyterian Church, Jefferson Park Presbyterian Church, Central Baptist Church, and the Church of the Messiah in Chicago; also a large number of churches, colleges and school-houses throughout the Northwest. Mr. Cochrane's practice in the line of private residences has been extensive, and there are many streets in Chicago indebted to him for the architectural beauty of their buildings. No man has left a deeper impress on the style of Chicago architecture. In June, 1866, Mr. Cochrane married Anna E. Coates, daughter of William A. Coates, formerly of Buffalo, N. Y. From this union there are three children—Nellie French, Florence, and Anna. Mr. Cochrane had been married to Miss Nellie W. French, of Nashua, N. H., on August 23, 1860.

REAL ESTATE INTERESTS.

In the first volume will be found frequent mention of early transactions in real estate, and the instances cited will serve as a basis for this narrative. The prices quoted as given for certain "lots, parcels and pieces" of ground, necessarily appear remarkably cheap to the reader of the present date; whether they were cheap for the city of four thousand one hundred and seventy-nine inhabitants is a mooted question. Apparently, from the manner in which these bargains had to be forced upon those who realized from them, they were not deemed the most eligible investments that presented themselves to early residents.

Many early settlers have claimed prophetic vision as to the phenomenal growth of Chicago and the consequent augmentation of value of her real estate. John S. Wright was esteemed a visionary fanatic in his vaticinations, yet his prophecies are dwarfed by the actualities of our city. The various "old-boots," "cords-of-wood," and other real-estate trades, wherein the man who disposed of his realty at any price was ostensibly the gainer, do not manifest any great confidence in the future of the commodity sold. And, in reason, why should such confidence have been evinced? The resident of Chicago of 1850, 1860, 1870, or 1880 had data whereon to base his estimates, and from these he could make computations, as to values, with almost mathematical certainty. But the resident of early Chicago had no experience upon which he could found his calculations, and no one need wonder, under such circumstances, that the speculator deemed present value of more importance than future value.

One other fact in connection with the value of real estate, as compared with what it was fifty years since, is often overlooked, the commentator being oblivious of the fact that property has advanced in price, not alone from increased demand for actual or possible purposes, but also from the augmentation resulting from a large amount of money having been spent upon the land without return. During all these years, taxes and assessments have been levied and assessed with regularity, and one question seems pertinent for each would-be buyer of fifty years ago and holder until the present to ask himself, Whether he is sure he would have had the money to bestow upon the property requisite to its being thus held? No real estate owner in Chicago needs to be reminded of the vast amount of property, in city and suburbs, whose value has been eaten up over and over in accessory expenses—some property having become in twelve years, exactly double in cost to the owner, from such expenses, while its market price was

but slightly advanced. This of course, applies solely to unimproved real estate.

In improved real estate, then, the profits derived from improvements must be considered apart from the possibilities of profit on the real estate. There are those who contend that an owner of improved real estate would have done far better if he had placed his improvements upon leased ground, with a five-year re-valuation clause in the lease. The fact is that, in the growth of Chicago, there have been multitudes of opportunities for aggrandizement in every line of trade; and when a scale of prices is instituted as to real estate, it is an index of values generally in this city at that period, as well as of the market price of the land whereon such values obtained; so that, whether augmented prices of real estate, or realizations from rents, are discussed, a profit of sufficient magnitude is evolved to make an unsuccessful person keenly aware of the grand possibilities that he has failed to realize.

In the following pages one fact is unmistakably presented, that, whatever their opinions may be as to the desirability of real-estate over other investments in the past, its value as a savings-bank for the future is unsurpassed, this statement being predicated upon sound bases.

In a resumé of the real estate market during the epoch prior to 1857, there appears to be but two periods whereon it is needful to comment, besides the land craze of 1837, and they are the years 1855–56, when property again became an object of speculative investment, and in 1857, when financial embarrassment reduced its salable price far below its intrinsic worth.

It is, however, germane to this article to state some facts connected with real estate anterior to 1858. One of such is recapitulated in a letter written to Hon. John Wentworth by Father St. Cyr, and in the possession of the Chicago Historical Society:

CARONDELET, MO., Jan. 30, 1880.

* * * "It may be interesting to your Historical Club to know who were the first owners of that tract of land, that lies north of Chicago River. It first belonged, by a concession of the Indians, to a man who lived at Grosse Pointe, called Bonhomme (whether it was his real name I don't know). Being in need of money one day—long before Chicago was a village, town or city—met Mr. Peter Menhard,* who wished to buy some land in that direction. Mr. Bonhomme told him that he would sell to him all that tract of land. P. M. asked: For how much? \$50.00 was the reply of B.; and, in consequence, they drew up a contract in due form by which that tract of land extending along the river passed into the hands of P. Menhard as second owner. But returning home to Taz[e]well County, Ill., and finding land much cheaper near Peoria and of

* Pierre Ménard.

much better quality for cultivation, he repented of his first bargain, went back to Chicago, and sold his land to the Kenzies for the same amount for which he had bought it; \$50.00. Consequently the want of foresight in P. M. was the cause of J. & R. Kenzie's great fortune. I hold this from P. M., who came to Chicago in 1835, and whilst we were walking together in the street he pointed with his right hand to that tract of land and said: Would you believe Fath. St. Cyr, that I was once the owner of that land there, for which I paid \$50.00 and which I sold again to the K— for the same price. How foolish I was, he said with great agitation.

"You ask for my full name. It is that of your obedient servant,
"REV. JOHN MARY IRENEUS ST. CYR."

This letter is given just as it was written at Father St. Cyr's dictation, he being blind at the time, his signature, evidently, having been written tactilely, and not by sight. This may be classed among the very first of the real-estate transactions of Chicago, and is inserted on that account.

Some of John S. Wright's transactions in real estate are interesting as mementoes, and are here given. On Friday, March 7, 1834, he bought of Lieutenant Jamison, Lot 4, Block 17, Original Town, containing 80 x 150 feet, for \$3,500. On March 12, 1834, he purchased 90½ acres for \$3,500, 73 acres of this tract were on the North Branch, the west half of the southwest quarter of Section 4, in Township 39. On March 17, 1834, he bought Lot 5, Block 19, Original Town, for \$1,200, paying \$300 cash. Mr. Wright says, annotating this transaction: " \$17 from father's store and \$283 borrowed from C. & I. Harmon, William McCorristen (a soldier) and Peter Cohen." On October 15, 1834, he bought 43 87-100 acres in Section 22, Township 39 north, of Range 14 east—being comprised within Lake and State streets, and running from Twelfth Street south—at \$80 an acre. On January 2, 1835, he bought 40 acres—afterward Butler, Wright & Webster's Addition—and sold them on April 10, 1835, for \$10,000. On January 27, 1835, he bought eighty acres, the south half of the southeast quarter of Section 34, Township 39, for \$800. On May 11, 1835, he bought 80 acres—afterward Bushnell's Addition—for \$6,000. Mr. Wright failed, in 1837, and had to close out a large number of his real-estate deals at a sacrifice.

He made herculean efforts to sell Chicago real estate in 1849, by compiling a statistical table of increase in values of realty, so that foreign capitalists might become interested in such property, and, seeing the great inducements offered, would invest. This schedule of probable growth was indorsed by Benjamin W. Raymond, George W. Dole, George Steel, John H. Kinzie, Elisha S. Wadsworth, Thomas Dyer, John P. Chapin, W. H. Brown and George Gibbs. But capitalists failed to be allured by Mr. Wright's statements—proved far beyond his most glowing anticipations by the lapse of time.

Among the very early real-estate dealers, were Gurdon S. Hubbard, and John Wright, the father of John S. Wright, who advertised, in 1833, that he rented houses and did a real-estate business. His son was in the business in 1835, as was William G. Hubbard, while the firm of Kinzie & Hunter and Dr. W. B. Egan seem to have gone into the business in 1836. The directory

Isabel Pierce

of 1839 designates the following as pioneers in this profession, and the ante-types of the numerous gentlemen who have followed in their footsteps: Hiram Baker, attorney and real-estate agent; Francis G.

Blanchard, real-estate dealer; Major James B. Campbell, real-estate agent; Charles H. Chapman, real-estate dealer; George H. Chapman, real-estate dealer; Norman Clarke, dealer in land claims; Stephen M. Edgel, Dr. William B. Egan and William Bailey French, real-estate dealers; Larned B. Harkness, real-estate operator; Leonard C. Hugunin, speculator; Gholson Kercheval, real-estate; James Kinzie, real-estate agent;

Lucius Peyton

Isaac Legg and John R. Livingston, real-estate dealers; James A. Marshall, auction, commission, etc.; Walter L. Newberry, attorney and real-estate office; John Noble and Mark Noble, each real-estate; William B. Ogden, real-estate dealer; Colonel Hiram Pearsons, real-estate dealer; Philip F. W. Peck, real-estate speculator; Dr. Peter Temple, real-estate agent; J. B. Wetherell, George Wheeler and Lot Whitcomb, real-estate dealers; and John S. Wright, forwarding and commission merchant. In 1844, the following additional real-estate men are found: Julius Wadsworth,

Eli S. Peacock
Receiver Land Office

Ogden & Jones (comprising William B. Ogden and William E. Jones), R. C. Bristol, Theron Pardee, George Smith & Co., the bankers, J. B. F. Russell, S. B. Collins & Co., Augustus Garrett, J. T. Whitney and B. W. Raymond; while in 1848, James H. Rees and Stout & Sampson are noted, the latter firm consisting of A. H. Stout and William H. Sampson.

A syllabus of the information contained in the directories from 1854 to 1871 is as follows:

YEARS.	REAL ESTATE AGENTS.	DEALERS.	BROKERS.
1854-55	43	----	----
1855-56	48	----	----
1856-57	89	----	----
1858	91	----	----
1859	57	----	----
1860	137	----	----
1861	31	30	40
1862	118	----	----
1863	94	----	----
1864	109	----	----
1865	93	----	----
1866	104	----	31
1867	179	----	----
1868	167	35	74
1869	47	25	22*
1870	190	85	104
1871	180	84	82

*This is unqualifiedly inaccurate; it is taken from the first of the Edwards' Directories, and those who were "classified" paid for the privilege, hence this poor showing of real-estate men.

OGDEN, SHELDON & Co.—In May, 1835, William B. Ogden came to Chicago to manage an estate that had been purchased by himself and other gentlemen. This was the embryo out of which grew the real estate firm of Ogden, Sheldon & Co., whose history is hereafter recounted. In 1844, Mr. Ogden associated with him William E. Jones, of New York City, who had been secretary of the American Land Company and possessed a general experience in real-estate matters, the firm becoming Ogden & Jones. In 1846, Edwin H. Sheldon entered their office, and Mahlon D. Ogden followed his example during the ensuing year. In 1850, these gentlemen were admitted to partnership, the firm comprising William B. and Mahlon D. Ogden, William E. Jones and Edwin H. Sheldon, the firm name being changed to Ogden, Jones & Co. In 1851, Mr. Jones died, and in 1856, Stanley H. Fleetwood having joined the firm, the firm-name was altered to Ogden, Fleetwood & Co. In 1868, William B. Ogden and Stanley H. Fleetwood retired, and the corporate name again became Ogden, Sheldon & Co., which name is still borne by this, the oldest of Chicago's real estate houses. Some of the large properties managed by this firm have been in their hands for a long time; for instance, in 1851 they were selected as the agents of the Chicago Land Company—they still continue its management, although the Company has been placed in the hands of a receiver by the United States Court, E. H. Sheldon, however, having been appointed receiver. Samuel Russell, who originated the celebrated house of Russell & Co., at Hong Kong, designated them as the agents of his estate in 1844; they administered his estate, and now represent his grandchildren. In 1845, Ogden & Jones purchased the property now known as Sheffield's Addition, on joint account for Joseph E. Sheffield and the firm, and they now represent his estate. The first account current made out by William B. Ogden in 1835 is still in existence;—their papers, deeds, etc., being fortunately saved by the vault in which they were stored at the time of the fire. Many persons have expatiated, in glowing terms, upon the sentiments they experienced when they have been in the treasure-houses of banks and safety-deposit companies, but, standing amid these evidences of forty-nine years of titles to the fundamental source of wealth—Chicago's real estate—it was not difficult to imagine the magnitude of the interests that Messrs Ogden, Sheldon & Co. conserve, nor the hundreds of thousands—aye millions—of dollars' worth of property these papers represent. Only a short time since, Edwin H. Sheldon prepared a document for the celebrated jurist, Charles O'Connor, to be used in evidence, wherein were specific accounts running through forty years. The first sale made by William B. Ogden was on June 12, 1835, of Block 1, Original Town of Chicago, to Royal Stewart, Alexander N. Fullerton, Grant Goodrich and Truman G. Wright for \$35,000. As to the change in value that has occurred in Chicago property, the following cases were cited by E. H. Sheldon: On November 1, 1834, Major David Hunter sold to Arthur Bronson, of New York, for \$20,000, property on the north side of the river, which the latter sold to Charles Butler and others, in February 1835, for \$100,000. On June 15, 16 and 17, 1835, an auction was held of the property purchased by Mr. Butler as above, and on those days sales were made amounting to \$158,210. The balance of the property unsold, as per inventory in the hands of the firm, made at that time, foots up about \$600,000. This property Mr. Ogden became interested in after its transfer to Arthur Bronson. At the sale of June 15, 16 and 17, cited, Block 27, Kinzie's Addition to Chicago, was sold to Hugh T. Dickey and Charles A. Spring for \$25,000. The same property was subsequently re-acquired by Mr. Butler and his associates, and re-sold to Haines H. Magie, in the spring of 1849, for \$5,000.* This is the same block upon which Judge Lambert Tree, the son-in-law of Mr. Magie, built his mansion, and which block is estimated by Mr. Sheldon to be worth, at the present writing, about \$200,000. Another striking instance of the increase of value in property, is found in the history of twelve acres of land sold by William B. Ogden to John Burton, an English gardener, in 1845, for \$50 an acre. This plot was bounded by North Avenue, Dearborn Avenue, Clark Street and the River; and, in 1857, lots in this parcel sold at the rate \$50,000 per acre. During the augmentation of value of Mr. Burton's property, he had pie-plant and asparagus beds laid out thereon, whose product brought him \$1,000 per annum, which enabled him to pay taxes and hold his property without difficulty. Mr. Burton was living and was the owner of the property at the date of this sale.

Prior to proceeding further, however, with a recapitulation of real estate experiences and prophecies, it is but just to listen to Samuel H. Kerfoot, one of Chicago's oldest real estate men, and one who thoroughly antagonizes the problem that anything could have been a more desirable or remunerative investment than real es-

tate, unimproved. In the Real Estate Review for January, 1879, Mr. Kerfoot said:

"A retrospect on the part of those who can make it, will show that in the face of, and notwithstanding the present tremendous depression in value of real estate, it has proven, during the past thirty years, as compared with all other subjects of investment or places of deposit, the best and ultimately the safest. This assertion is true beyond question, and will so commend itself to the minds of all who think calmly of the utter and entire loss, without any resulting benefit to any one else, sustained by so many, who, during that period of time, have been dealing in stocks, bonds, merchandise, shipping, manufacturing and other business, which it is possible to wipe out and destroy, leaving nothing at all to show for their original investment, or to rise again, as real estate always does, no matter how low it may go in dark times. * * * In other words, the material or subject-matter in which a real-estate investor places his money is not capable of utter destruction, and hence its value can never be wholly destroyed. Individuals, of whom there have been a great many of us in Chicago, paying part of the purchase-price on it and mortgaging it for the balance, or men who borrow on it and are unable to pay the debts they thus incur, do constantly lose their title to it, and their title to it is annihilated—destroyed, reduced to absolutely nothing so far as they are concerned; but the real estate, reduced no matter how much in value it may be, is there to rise, and become, sooner or later, but surely, of use, and hence of intrinsic worth to the new owner. * * * Instances are numerous of men who, from their profits actually made, having from time to time added lot to lot and land to land, come out rich, and, after quiet and unanxious lives, leave estates large for the locality in which they lived; all of which, it is perceived, draws a wide distinction between mere speculative purchases of real estate and bona-fide investments of money in well-chosen property. In the one case, the speculator too often pays part of the purchase-price, hoping to pay the balance out of the rise in value; while in the other, the bona-fide purchaser is able, with his already acquired means, to pay for the property. The laws of trade—general prosperity and growth of the business and population of the region—usually conduce to the increase in value of the purchase. If, however, no great advance takes place, the owner is not pressed by a creditor for payment, and he merely holds his purchase; and while he seems to lose the interest upon his investment, the truth is, he keeps his principal and *funds the interest*, which he ultimately gets, at a higher or lower rate, but *he gets it*, in the reasonable if not great advance in value. But, as a rule, real estate does advance in value—the natural growth of all towns and cities does pay at least a moderate interest in the advance of the value of the real property, especially that not immediately in the centers of them, where as the towns and cities increase in size, the property changes from its acre value to the lot or foot value, while that centrally located has, during the time spoken of, been paying annually a revenue greater or less, according to circumstances. No rule can be given as to which is the better investment, inside or marginal property. Experience varies in individual cases, and hence opinions differ. Scarcely any better illustration can be given of the adage as to the payment of your money and the taking of your choice. * * * Who have left the colossal fortunes of the country, and in what are those fortunes generally invested? You will find that in all the large cities the heavy estates own the real property. I do not mean own equities or margins beyond mortgages, but own the property, free and clear, and realize upon it by sales or draw revenue from it. Some of it seems to pay a very small percentage upon its estimated value, but the principal is *always there*, and the owners hang on to it. Now, then, these general propositions being advanced, and, as we will claim, being correct, we will proceed to show, as we think we can, that of all growing points, of course, our own city, Chicago, has not only surpassed all other places as a point for profitable investments in real estate, but that to-day she presents inducements, based upon the promise of the immediate future, for cash investments such as no other place in the world can offer. We will first deal with the past; we will show how crazy the men of 1836 were, the prices they paid, and how property went down, down, down in value, until there seemed as little chance for a resurrection of it as there was for the horses and stage-coach, which I saw stalled in the unfathomable mud in front of the Sherman House on the morning on which I first arrived in Chicago, nearly twenty-one years since. We will see the prices paid for certain localities on which some of our citizens boast of having at one time shot ducks: we will then name the low prices at which those same localities afterward sold; we will then show to what values those localities afterward rose, the prices at which they were sold; and, finally, we will show their value to-day. This will be inside central property. We will then give some specimen sales of property at the first regular Canal sales in 1847, just thirty years since. We will show how those lots were located, describe their appearance, then tell our citizens where they

* This case shows the inflation—for those times—that real estate underwent in 1835-36, and its recession in after years.

are now in streets and numbers. We will give the price per foot or per lot or per acre at that time; what they have been worth since; and what they are worth now. We will try to show what we deem to have been some of the causes of the growth of Chicago; why the Northwest had to have a great commercial and financial center; and why Chicago at first was, by the laws of trade, determined upon as that center; and why, having had millions expended in her behalf, in the way of railroads, all laid with reference to reaching her, in obedience to those laws of trade, she not only can not recede from her proud position, but, continuing to be operated upon by the same causes which have so far conspired to make her what she is, she must still continue to grow in all the material elements of prosperity, so that we dare not predict what will inevitably be the result of the next twenty-five years' existence of our city. Facts, startling in their unquestionable truth with reference to this wonderful place, will be given, and we will invite the world to test the correctness of the statements, or, admitting them, to concede to us the inevitable inference to be drawn, that a continuance of such growth must make investments in Chicago real estate good—not good to-morrow, or in a month, or in a year, but good when you have allowed them a fair time in which to develop and grow, solidly, really, but profitably, as you do your wine when you lock it up, and prove its age by the dust of time on the bottles. We will prove the correctness of the language of the Connecticut Mutual Life Insurance Company, when she says of her loans in Chicago: 'No apprehension of loss is felt by those who comprehend the rare opportunity at present existing for profitable investment in so well chosen a field as this, the Emporium of the West, where the Connecticut Mutual Life—beyond any other corporation or individual—holds the largest chance for future gains.' Again, the same company wisely says, after speaking of the often possible depression in value of real property: 'On the other hand, no form of property has such inherent elasticity and strength, as it is the foundation and source of all other values, and in due time it rises to its proper place. This is the invariable, ever-repeated history of real property.' Again, in speaking of the recuperative power of real property, the company says: 'This must be true, unless real estate has generally and permanently lost its value; and that is impossible, except under such a condition of affairs as should result in the utter destruction of all values and all business. Nor is this mere theory. It is the simple statement of facts well known to all experienced observers.' Where the Uhlrich Block now stands, on the southwest corner of Kinzie and Clark streets, the property, on June 20, 1836, sold for \$8,290; on October 3, 1843, having been forfeited to the Canal, it was again sold for \$6,635; and, having again been forfeited, was resold, October 11, 1845, for \$1,400. Now, this is by no means the best instance for the illustration of the rule I have advanced; but those of us who can look back over the period I have named—to wit, thirty years—will remember that this lot, at first appropriately improved with very humble and plain buildings, and afterward with more elegant structures, and now with one approaching magnificence in its dimensions and style, has been paying fairly, if not handsomely, almost all the time, and now now to-day is worth, I think, beyond cavil, exclusive of the buildings, the round sum of one hundred thousand dollars. Now, put \$1,400 at interest at any rate legally obtainable during this whole period of thirty-three years, compounding it, and even allowing that it would have been unceasingly invested all the time, and the interest not been spent, but promptly re-invested,—see how much money you would now have, and whether it would approach the present value of the lot in question. This lot will suffice to show the craziness of the people of 1836, when there was scarcely any Chicago here, and the great decline which took place in the values of property. I have often had my friends, some of whom are still living here, tell me of their having short ducks where the Tremont House and Sherman House now stand. Now, let us follow by only two figures the value of those properties, the one fronting eighty feet on Lake and one hundred and eighty feet on Dearborn streets, and the other fronting one hundred and eighty feet on Clark and eighty feet on Randolph. The Tremont House lot was originally patented in the year 1831, with eight other lots in the neighborhood, the consideration for the whole nine lots being three hundred and forty-six (\$46) dollars. The original purchaser was John B. Beaubien, one of the family of renowned memory here in Chicago, and a conspicuous member of which, it will be recollected, was accustomed to boast that he 'could keep tavern like' that place, the name of which, once tabernacled in public circles, is recognized as that of the locality the existence of which Mr. Beecher has, satisfactorily to himself, proved a myth. The one lot has since been considered worth certainly two hundred and fifty thousand dollars, and is now beyond question worth from one hundred and fifty to two hundred thousand dollars. But Chicago has since grown from nothing to a population of five hundred thousand, and from a trade of naught to an aggregate of millions on millions of dollars. The Sherman-house lot, directly opposite the elegant structure now in process of erection

for the purpose of the county court house and the city hall, fronts, as our readers know, one hundred and eighty feet on Clark Street and eighty feet on Randolph Street. This was purchased ten years after the Tremont-house lot, by Silas W. Sherman, for six thousand three hundred and fifty-three dollars. I suppose that no one will gainsay that this lot, exclusive of the splendid hotel now on it, is worth two hundred and twenty-five thousand dollars. Now, here again, this property, like all other central property, has been improved all the while—at first with what were then very fine buildings, and as time demanded more elegant ones they came, and that on it now bears testimony alike to the wisdom of the Sherman family and to the growth of Chicago; so that the property has been yielding a constant return, greater or less, while at the same time it has been growing in value until it has reached its present status. Now, then, charging it with its original cost, thirty-one years since, and interest and taxes all the while, and crediting it with the fair ground rental and its present value,—see how far the rise will out-distance the cost, interest, taxes, etc. No mere investment at interest could possibly equal this transaction. To show how estimates of value varied in 1841, the lot on the southwest corner of Washington and LaSalle streets was in that year purchased by P. F. W. Peck, for two thousand one hundred and sixty-six dollars. It was the same size of that of the Sherman-house lot, fronting one hundred and eighty on LaSalle Street and eighty feet on Washington Street. It will be recognized as the property on the north end of which the Union National Bank now stands. The value of this property is too well known for me to venture my opinion, but I am very sure it would not take half an hour in which to find plenty of cash customers to buy it at the original cost, interest, taxes, etc., asking no deduction for the revenue had from it. On July 17, 1841, Henry Loomis bought the lot on the southeast corner of Dearborn and Washington streets, on the north end of which now stands the Portland Block, in which the Merchants' Savings Loan and Trust Company has its banking office. The price of this was two thousand one hundred and sixty-six dollars (\$2,166). Now, apply the same test of interest, etc., and see how this transaction turns out. It may now be interesting to some of those who take the trouble to read this article, to learn of a few of the purchases which go toward making the foundation of the fortunes of one or two of our present solidly wealthy men. Our worthy fellow-citizen, E. H. Hadduck, for instance, purchased, in 1833, the whole lot on the southwest corner of Madison Street and Fifth Avenue, eighty by one hundred and ninety feet, for one hundred and three dollars. The same gentleman, at the same time, purchased the whole lot on the northwest corner of Franklin and Monroe streets, for one hundred and five dollars. He also bought the whole of Block 134, School-section, in the city, having a frontage of four hundred and fifty feet on State Street, and by the double front on Third Avenue, nine hundred feet on that street. This property, the value of which can scarcely be estimated, was purchased for one hundred and ninety-three dollars. Another one of our substantial men—Mr. Orsemus Morrison—purchased, at the original school sale, in 1833, Block 7, School-section Addition, for sixty-one dollars. This fronts four hundred feet on Halsted Street and four hundred and sixteen feet on Harrison Street. This large property, now subdivided into lots, has a value which, compared with the original cost to the owner, is simply fabulous and beyond estimate. Benjamin Jones, who, from his great wealth and the size and value of the estate which he left, was dignified with the sobriquet of 'Golden Jones,' purchased, in 1833, at the original sale of the lots and blocks in the School-section Addition to Chicago, the whole block on which the new palatial structure is now in course of erection by the United States for custom house, post-office, United States courts, etc., for the insignificant sum of five hundred and five dollars. This block was sold to the Government, immediately after the great fire of October, 1871, with nothing on it but the ruins of the Bigelow Hotel, for twelve hundred and fifty thousand dollars. Instance after instance could be adduced, sustaining the theory that careful, cautious men buying and holding on to real estate get solidly rich. In illustration of the actual substantial rise in value of, and consequent profits on, the real estate purchased at the Canal sales of 1848, being the first sales made by the trustees of the Illinois & Michigan Canal under the re-organization of the Canal administration—the experience of Messrs. Macalester, Gilpin & Clarke, of Philadelphia, will be perhaps a fair sample. These gentlemen, contributing in certain proportions to a common fund, made a purchase in that year to the amount of about thirty-eight thousand dollars—the land lying mainly immediately south of Harrison and west of Halsted streets. As their agent, I began to make sales for them in 1853, and in the ensuing twenty years we had sold for them to the aggregate of upward of one million dollars, leaving at that time a handsome residue unsold. We will now give one or two examples of purchases at a later date. In 1854, four hundred feet on Indiana Avenue were bought from the Canal trustees, for a trifle less than eight hundred dollars—a fraction less

than one dollar per foot. In 1877, at public auction, by order of court, in depressed times, fifty feet of the same property, being part of the Indiana Avenue front of it, and having its rear against the rear of Plymouth Church, sold, under the supervision of my office, for one hundred and twenty-five dollars per foot, and has changed hands since at one hundred and fifty dollars. During the times of inflation it had been considered worth two hundred, and even as high as two hundred and twenty-five dollars per foot front. In the matter of lands lying within the limits of the city of Chicago: Wolcott's addition, bounded on the east by State Street, and on the west by LaSalle, and extending from Kinzie Street to Chicago Avenue, sold, September 29, 1830, for \$1.62 per acre, in all one hundred and thirty dollars, and the tract is now covered with elegant buildings, and is worth millions of dollars, exclusive of those buildings. Newberry's addition was among the first purchases of Mr. Walter L. Newberry, who, dying, was able to leave to the city of Chicago, for the purpose of founding a library, a sum surpassing, in its magnificence and munificence, even the gifts of royalty. This tract of land, as those who are acquainted with the geography of the city know, adjoins Wolcott's addition, and though not quite so desirable as Wolcott's addition, makes the original investment of one hundred and twenty-four dollars one which, like that of Wolcott's addition, scarcely holds any relation at all to the present absolute and unquestionable value of the tract. The whole of the foregoing touches the past of Chicago, and hence it is pertinent that we should ask, What has made Chicago real estate thus increase in value? to which we answer, The growth of Chicago. What, then, caused the growth of Chicago, and what conspired to make that growth continue? Of course, whatever conduced to the prosperity of our country generally, has had the same effect upon the Northwest. But this region, beyond all others, has been developing at a rate and pace which have surpassed all the most hopeful predictions. Chicago, from its infancy, has been the commercial, and, as far as there was any need for it, the financial, center of that Northwest. The whole products of that region were, to the full ability of whatever means we had for transportation, brought to Chicago—but not a mile of railroad was then laid in the Northwest. The first attempt at this means of reaching the region then, and now, so absolutely tributary to us, was that of the Galena & Chicago Union railway—now the Galena division of the North-Western. This was a strap, snake-head rail, laid on timbers. No regular railway communication to the East was established till 1852, so that, from not one mile of such highway at that time, Chicago has come to the anomalous condition of having more miles of railroad built, with reference to reaching her, than any other city in the world. A glance at the maps of Illinois, Wisconsin, Minnesota, Iowa, Kansas, Nebraska, Colorado, and all the region west and northwest of this city, will show this to be the fact. Hence, by the laws of trade, based upon the convenience and profit of the region, the whole Northwest is buying and selling at Chicago; and to meet these features directly, A. T. Stewart & Co., and others, come here with their branches, and Hamburg, Bremen, Antwerp, London and other European cities, send their agents here to buy pork and beef. The statistics of the present trade and commerce of Chicago, gathered from the official records of the various departments of that trade and commerce, are simply incredible to those untaught in the facts. The grain, the lumber, the pork, the beef, the manufactures, the merchandising, the banking, the financial exchange, foreign and domestic, show figures and extent of which no one mind can take adequate cognizance. Gentlemen skilled in these various departments have gathered these figures. They appear elsewhere in this number of our paper, and I can only ask a careful perusal of them, in order to a fuller understanding of the matter. It is asserted, the truth of which can be tested very easily, that, in dollars, the aggregate of the domestic and foreign trade of Chicago, as the Emporium of the Northwest, is greater than that of the foreign trade, both import and export, of all the rest of the United States combined. Be that as it may, facts herein stated, and those elsewhere set forth, combined with countless ones not given, but ascertainable, all go to show that the position we have taken with regard to the past is perfectly tenable, and that, guided as Patrick Henry was, by the "lamp of experience," we can only state as a fair question: What will be the future of Chicago, if the causes which so far have conspired in their operation to make her what she is, shall continue to operate in that direction? In the region of country necessarily tributary to Chicago, there is to-day not one acre in fifty under culture. But if we make it one in five, in three, or even in two, apply your simple arithmetic, and you answer my query to my full satisfaction. Chicago, then, continuing to grow, her real estate must sympathize with that growth, and must steadily advance in value beyond its present intrinsic worth."

Prior to giving further data of the real-estate market, it will be well to give a general review of its various

conditions in the period embraced within the years treated in this volume.

In 1858, the purchases that were made in prior years under speculative influences were largely on time; trade and commerce flourished in Chicago, and there appeared no reasonable or valid objection to the purchase of property by the system of deferred payments; but the crash of 1857 lessened the possibility of making such payments, and, as a natural and inevitable result, worked financial tribulation to the owners. In consequence of this difficulty, the unpromising aspect of the future, and the depression in prices wrought since their purchase of the realty, the owners very generally relinquished their purchases and lost all payments made on account, thinking that even with this deprivation of the funds they were well out of an unfruitful investment, and very generally deeming that they had been the victims of speculative and unscrupulous managers of a real-estate boom. There were, however, numbers of old real-estate men who did not lose their faith in the ultimate value of their favorite investment, and they quietly invested in all they could carry, when it was unloaded by the chagrined investor. That they did not possess more real estate was simply because they were none too abundantly supplied with purchase-money; the stringency of the money-market tying up, alike, the coffers of purchaser and vendor, of agent and principal.

In 1859, real estate had a hard struggle to maintain any recognition from the public, except that it was a quicksand, wherein all money deposited would be only swallowed up without yielding any return; and the action of the real-estate men of that epoch of practicing what they preached, did more than any other one cause to prevent the market from utterly breaking down and to prevent the abandonment by individuals of speculations in real estate that have since proven some of the best attainable. The appreciation of price, however, from 1855 to 1859 was enormous. In 1860 and 1861, the same stagnation in transactions and depression in estimated values were characteristic of the market—the inauguration of the civil conflict tending still further to hamper any contemplating investor.

In 1862, the real estate of the city was redeemed from its ruling of panic prices, and the demand became active and constantly increasing. A large class of investments made were naturally those superinduced by the vast volume of money which was manufactured by the Government and poured upon the people, but there was also a large number of purchasers who bought for actual settlement—indicated by the prevalence of purchases made in the suburbs. In fact, 1862–63 may be deemed the years pregnant with fair prices in real estate—the first since the panic,—and as the years that inaugurated large investments in the suburbs.

In 1864, business property made an advance in value of about twenty per cent., while choice residence property augmented about fifteen per cent., and medium residence property ten per cent. In 1865, the prices were steady, although lots on LaSalle Street were unsalable at three hundred dollars a front foot, and this just south of the site of the Chamber of Commerce, which building was then nearly completed.*

In 1866 and 1867, prices steadily advanced, with a large increase in the number of purchasers, especially on the north side, in the immediate vicinity of Lincoln Park, and in the business district bounded by State and

*Chicago and its Suburbs, by Everett Chamberlin. In this connection it is well to state that a large quantity of valuable matter presented herein is excerpted from this work, and that Mr. Chamberlin's book is one which every real-estate student should possess.

Harrison streets, the Lake and the main Branch, in which places real estate advanced from fifty to seventy-five per cent. Even with this augmentation, however, Potter Palmer purchased for less than \$1.50 per square foot, ground that is now worth \$15 a square foot, and that is comprehended within the present site of the Palmer House. It may be accepted as a general statement of fact that choice property advanced about one hundred per cent. during the five years terminating with 1867.

In 1868 and 1869, prices again received stimulus, the fashionable residence property on Michigan, Calumet, Prairie and Indiana avenues being favored and choice investments; property in the vicinity of the parks was also augmented in price while speculation ran riot in park and boulevard property. In 1868, business property in the center abutting on Washington, Madison and State streets received a most noticeable increase in prices, a lot at the southwest corner of State and Washington streets being sold to the First National Bank at a price that had never before been known in Chicago, \$25 a square foot. Mr. Chamberlin in narrating the circumstances, states that this was not indicative of the prices that ruled in the vicinity. In 1869, especially, the prices on all kinds of property were very active, and seemed to be intelligently controlled by the financial laws which should always operate on them,—the value of the investment as a productive element.

On May 20, 1869, and for some days thereafter, there was an auction sale of real estate by Clarke, Layton & Co., which was advertised from Maine to California. Some of the prices at which parcels of land were sold at that time will serve as a fair index for bottom prices in that year, as the competition at the sale was not such as the opportunity justified, about three million dollars' worth of property going under the hammer.

On Cottage Grove Avenue, between Forty-third and Forty-fourth streets, lots 50 x 165 sold at from \$40 to \$60 a foot; on Forty-third Street, 25 x 285, between Cottage Grove Avenue and Drexel Boulevard, between Forty-third and Forty-fourth streets, lots 50 x 200, brought from \$60 to \$72.50 a foot, the highest prices quoted being in all cases, for lots nearest the city. Two lots, 50 x 165, corner of Egandale Avenue and Forty-third Street, brought \$42.50 a foot and two of same size, next thereto on the avenue, brought \$33.50 a foot. On Forty-fourth Street, between Drexel Boulevard and Cottage Grove Avenue, five lots, 25 x 285, brought \$42 a foot.

The following table will exhibit some other sales made:

PURCHASER.	PROPERTY AND DESCRIPTION.	Price per Foot.
Gen. R. Clarke	100 x 180, 47th St. and Hyde Park Av.	\$70 00
Oswell & Boque	100 x 180, next adjacent on 47th St.	60 00
Chas. M. Smith	97 x 180, next adjacent on 47th St.	57 50
Robert Doyle	68 x 180 on Hyde Park Av. near 47th St.	41 50
T. S. Tower...	2 lots 50 x 188, Woodlawn Av. near 62d St.	15 00
T. S. Tower...	2 lots 50 x 188, Woodlawn Av. near 62d St.	16 00
N. T. Holly	2 lots 50 x 188, Woodlawn Av. near 62d St.	16 50
F. A. Stevens	4 lots 50 x 165, 63d St. near Woodlawn Av.	24 50
S. A. Little	4 lots 50 x 165, 63d St. near Woodlawn Av.	27 50
S. A. Little	5 lots 50 x 188, Madison Av. near 63d St.	27 00
F. A. Stevens	3 lots 50 x 188, Madison Av. near 62d St.	25 00
Robt. Ailsworth	2 lots 50 x 188, Madison Av. near 62d St.	15 00
H. L. Slayton	1 lot 50 x 188, Madison Av. near 62d St.	14 50
James Carson	2 lots 50 x 188, Madison Av. near 61st St.	15 00

On Cottage Grove Avenue, between Fifty-first and Fifty-second streets, lots 50 x 180 sold at from \$60 to \$71 a foot. On Fifty-first Street, between Drexel Boulevard and Cottage Grove Avenue, lots 50 x 250 sold at \$54 and \$55 a foot, while shallower lots nearer the Boulevard sold at \$60 a foot. On Drexel Boulevard near Fifty-

second Street, lots 50 x 175 sold at from \$41 to \$45 a foot. On Cottage Grove Avenue, between Fifty-second and Fifty-third streets, lots 50 x 180 sold at \$54 and \$55 per foot; and on Egandale and Greenwood avenues, between Forty-fifth and Forty-sixth streets, lots 50 x 190 sold at \$48 and \$50 a foot. On Douglas Place (Thirty-first Street), between South Park and Calumet avenues, lots 25 x 160 brought from \$115 to \$166.50. On South Park Avenue, between Thirty-first and Thirty-second streets, lots 25 x 124 sold at from \$93 to \$98.50; and on Calumet Avenue, between the same streets, the same sized lots sold at from \$63.50 to \$65. On South Park Avenue, near Forty-fourth Street, one piece 97 x 180 sold at \$63.50 to W. W. Kimball; the next, 100 x 180, at \$62.50, to Judge Truesdell; and the lot on the corner of South Park Avenue and Forty-fourth Street, 100 x 180, to Judge Truesdell for \$68.

In 1870, however, speculation again became excited by the commensurate values which obtained in real estate; and, under the influence of feverish purchasing, prices were raised to abnormal and unreasonable amounts. In the flood-tide of this land speculation, and during a period of commercial prosperity that seemed to warrant, in a measure, these inflated prices, the fire of October, 1871, swept over the city, and laid waste twenty-one hundred acres of her realty, under the appalling influence of which calamity, prices were utterly lost for the moment, and then recuperated, so that comparatively little property was slaughtered, despite the urgent need of funds and the desperate straits to which so many of our citizens were reduced.

As a valid reason for this may be adduced the fact that Chicago's creditors were lenient with her suffering people at the time of her need; and when creditors placed so much confidence in real estate and accepted so much incumbrance thereupon, the debtor felt reassured, seeing in his property a handsome return in the future, and, therefore, he placed a mortgage upon it, instead of selling it. The effect which this had, subsequently, will be narrated in the ensuing volume.

The amount of transfers during the period from August 20, 1868, to the time of the fire, is thus given in the Real Estate Journal, and this table is the only authentic information of the kind, all records having been destroyed, and the newspapers of those days did not make the feature they now do of real estate transfers:

NO. OF SALES. CONSIDERATION.			
From August 20 to December 31, 1868,	5,307	----	\$29,361,250
From August 20 to December 31, 1869,	13,994	----	50,487,731
From August 20 to December 31, 1870,	11,446	----	47,078,561
From January 1 to October 9, 1871,*	9,688	----	40,099,545

The following table gives the valuation of real estate and personal property in the city, from 1858 to 1871, and for which data the compiler is indebted to James C. Becks, real estate editor of The Chicago Times.

YEAR.	Real Estate.	Personal Property	Total.
1858	\$30,175,325	\$8,814,607	\$36,189,932
1859	30,732,313	5,821,067	36,553,380
1860	31,198,135	5,855,377	37,053,512
1861	31,314,749	5,047,631	36,352,380
1862	31,587,545	5,552,300	37,139,845
1863	35,143,252	7,524,072	42,667,324
1864	37,148,023	11,584,759	48,732,782
1865	43,064,499	20,644,678	64,709,117
1866	66,495,316	19,458,134	85,953,250
1867	141,445,920	53,580,924	195,026,844
1868	174,490,660	57,756,340	230,247,000
1869	211,371,240	54,653,655	266,024,880
1870	223,643,600	52,342,950	275,986,550
1871	236,898,650	52,847,820	289,746,470

From this table, and that on page 183, volume 1, it will be seen how the assessed valuation of the city's real estate progressed from \$236,842, at the date of its

* The last document filed in the Recorder's office, and recorded, anterior to the fire, was numbered 116,420.

incorporation, to just one thousand times as much thirty-four years afterward. Necessarily, the accumulation of value depended upon cumulative area as well as augmented prices, and the various extensions of boundary lines of the city will be found under the Corporate History.

The following table will show the prices paid at various times during the year 1871 for parcels of land in different parts of the city :

DATE.	Where Situated.			Frontage.	No. of feet front.	Price per foot.
March 27.	Adams Street	east of Paulina.	north	125	\$150	
May 11.	Adams Street	sw. cor. Loomis.		56	177	
February 3.	Ashland Avenue.	nw. cor. Adams.		100	225	
August 1.	Ashland Avenue.	se. cor. Harrison.		135	150	
August 3.	Ashland Avenue.	nw. cor. York.		100	145	
Sept. 15.	Ashland Avenue.	ne. cor. Harrison.		188	85	
March 1.	Calumet Avenue	n. of Twenty-third	east	50	365	
March 11.	Calumet Avenue.	n. of Twenty-third	cor	30	350	
March 11.	Calumet Avenue.	n. of Twenty-third	east	50	300	
April 15.	Calumet Avenue	n. of Twenty-third	west	50	260	
January 17.	Clark Street.	n. of Harmon Ct.	east	50	444	
April 13.	Clark Street.	se. cor. Twelfth.		176	340	
April 29.	Clark Street.	sw. cor. Oak.		102	145	
May 17.	Clark Street.	n. of Folk.	east	180	250	
Nov. 1.	Clark Street.	s. of Van Buren.	west	24	800	
Dec. 29.	Clark Street.	s. of Monroe.	east	25	550	
March 19.	Dearborn Street.	se. cor. Maple		103	125	
March 30.	Dearborn Street.	se. cor. Superior		80	150	
Dec. 21.	Dearborn Street.	nw. cor. Burton Pl.		154	160	
Nov. 16.	Halsted Street.	s. of Sixteenth		25	180	
March 27.	Indiana Avenue.	bet. 23d and 24th	west	40	300	
June 2.	Indiana Avenue.	s. of Eighteenth.	east	50	223	
July 10.	Indiana Avenue.	s. of Eighteenth.	east	50	350	
July 5.	Indiana Avenue	s. of Thirty-ninth.	east	100	100	
August 7.	Indiana Avenue	ne. cor. Fifty-third		300	60	
January 8.	Jackson Street	w. of Oakley Av.		96	155	
May 10.	Jackson Street	w. of Wabash Av.	south	26	700	
June 1.	Jackson Street	e. of Throop.	south	50	220	
October 19.	Lake Street.	e. of Paulina.	north	50	240	
January 28.	Lake Street.	e. of Fifth Avenue	north	20	600	
October 28.	LaSalle Street	ne. cor. Monroe		80	1487	
December 7.	Madison Street	e. of Market	north	22	416	
December 7.	Madison Street	w. of LaSalle	north	30	1040	
Dec 19.	Madison Street.	se. cor. Peoria	south	125	616	
February 1.	Madison Street.	w. of Fifth Avenue	south	50	1050	
February 14.	Michigan Avenue.	s. of Congress	east	26	770	
June 13.	Michigan Avenue	s. of Fourteenth.	west	52	346	
July 25.	Michigan Avenue	sw cor. Forty-sixth		341 x	342	100
October 6.	Michigan Avenue	n. of Madison	east	24	1166	
October 19.	Michigan Street	s. of Twenty-ninth	west	100	175	
November 6.	Monroe Street.	e. of Market	south	45	505	
December 1.	Monroe Street.	e. of Market	south	23	565	
Dec. 29.	Monroe Street.	e. of Market	south	23	490	
April 6.	Prairie Avenue.	e. of Fifth Avenue	north	23	666	
May 5.	Prairie Avenue.	s. of Eighteenth	east	68	475	
January 9.	Prairie Avenue.	s. of Twenty-fourth		50	250	
December 1.	Randolph Street.	se. cor. Willard Pl.		100	160	
Dec. 13.	Randolph Street.	w. of Franklin	north	20	750	
Dec. 22.	Randolph Street.	e. of LaSalle	south	60	2173	
March 6.	Randolph Street	e. of State.	north	76	722	
June 11.	State Street.	n. of Hubbard Ct.	west	20	650	
August 22.	State Street.	n. of Jackson	west	20	700	
March 20.	State Street.	n. of Monroe	west	45	2000	
April 1.	VanBuren Street.	e. of Fourth Av.	south	50	860	
April 12.	Wabash Avenue.	s. of Twenty-ninth	east	100	160	
April 27.	Wabash Avenue.	n. of Jackson	east	60	500	
August 1.	Wabash Avenue.	n. of Jackson	east	70	107	
October 27.	Wabash Avenue.	ne. cor. Washington		96	1650	
October 30.	Wabash Avenue.	s. of Madison	west	20	1500	
Nov. 13.	Wabash Avenue.	s. of Congress	east	24	688	
Nov. 17.	Wabash Avenue	s. of Congress	west	26	770	
January 4.	Washington Street	n. of Jackson	west	27	1000	
Nov. 10.	Washington Street	sw. cor. Desplaines		60	417	
		nw. cor. Wabash Av		25	1000	

It would be manifestly unjust to close this brief sketch without some reference to those who have had so much to do with the handling of the realty and the variations in prices that have obtained, for to the persistent, earnest faith of many of these gentlemen in real estate must much of its successful manipulation have depended.*

JOHN STEPHEN WRIGHT was born July 16, 1815, at Sheffield, Mass., the eldest son of John and Huldah (Dewey) Wright. His father was a descendent of a good New England family and his mother was "one of a band of sisters, distinguished no less for grace and loveliness of person than for rare endowments of mind and heart." He was a precocious child, and began the study of the Greek language when little more than three years of age. His father in 1815-16, traveling for his health, journeyed on horseback from Massachusetts, through Illinois and down to New Orleans, and even at that early day became much impressed by the possibilities of the Chicago of the future. In 1832, having met with business reserves, he determined to move to this section, and came West, arriving at Chicago, October 29, 1832, accompanied by his son John S. They opened a store, and commenced extensively dealing in real estate. John S. Wright, although a boy, was convinced of the enormous wealth that would be aggregated in this city in coming years, and wrote many letters to Eastern newspapers, as well as to private individuals, elaborating Chicago's advantages and the wealth that awaited judicious investors in real estate. Believing in practicing the theories he enunciated, he invested his own money in realty, his first purchase being Lot 4, Block 17, in the Original Town, for \$3,500. His next purchase was 90½ acres, 73 of which were on the North Branch of the Chicago River—the west half of the southwest quarter of Section 4—also paying therefor \$3,500. He continued buying and selling real estate, and at the age of twenty-one, without other assistance than his own good judgment and commercial perspicacity, had acquired a property of a value of over \$200,000, which the panic of 1837 swept away. In that year Mr. Wright erected, at his own expense—\$507.93—the first public school building of the city, which was located on the First Presbyterian Church lot, at the southwest corner of Clark and Washington streets. In 1840, during the fall, he inaugurated the publication of The Prairie Farmer, seeing the importance of having an organ for the interchange of experience relative to prairie culture; and from the commencement of the paper it has been regarded as one of the most practical and reliable agricultural publications in the country. Traveling a great deal of the time from 1840 until 1845, in all parts of the West, for the purpose of interesting the farmers in the issue and support of this paper, he became well informed as to the resources of the country and the magnificence of its prospects. In 1845, he wrote fifteen or twenty articles for the Commercial Advertiser, of New York, about the various agricultural and horticultural products of the West, the great advantages for manufactures, the Canal, the facilities for the construction of railroads, the imminent necessities which would cause their construction, etc.; generally elaborating, by statistical information and cogent reasoning, the resources, natural and adventitious, of Chicago and of Illinois. In the meantime he purchased more real estate, and from his transactions in that commodity again became wealthy. In 1852, he commenced the manufacture of Atkin's Self-raking Reaper and Mower. No other harvester ever had more flattering success at the start; forty were built in 1853, three hundred in 1854, twelve hundred in 1855, three thousand in 1856; but the bad crops of 1856 and the panic of 1857 so crippled the farmers that they were unable to pay their debts, and this, together with other losses, again caused Mr. Wright's failure in 1857. In 1861, he predicted that in 1886 Chicago would contain one million inhabitants! a statement then considered the height of absurdity by nearly all of its citizens; it might, however, have been fulfilled had it not been for the War. Mr. Wright took an active interest in the Illinois Central Railroad bill and, at his own expense, sent thousands of circulars, from Chicago to the Gulf, to various postmasters, requesting them to get signatures to a petition favoring the bill, and to forward the petition to Washington. He wrote extensively upon political matters, and, in 1870, published a valuable statistical work entitled "Chicago; Past, Present, Future." During the latter part of his life his mind became affected. He died in Philadelphia, Penn., September 26, 1874, and is buried at Rosehill Cemetery, adjoining this city. In 1846, he married Catherine Blackburn, youngest child of Henry S. Turner, of Wheatland, Jefferson Co., Va., who still survives with three children.

WILLIAM JONES (deceased) was one of the oldest settlers of Chicago, coming to this place in 1831. He was born in Charlestown, Mass., in 1795, a board of real estate and stock-brokers met at Samuel H. Kerfoot's office on the first and third Mondays in each month. The officers of the board were: James H. Rees, president; J. B. F. Russell, vice president; Samuel H. Kerfoot, secretary, and Thomas Webb, treasurer.

Franklin Co., Mass., on October 22, 1789. At nineteen he commenced to learn the trade of a millwright, but that not suiting his tastes, he gave it up and determined to go farther west. He went to Hanover, Chautauqua Co., N. Y., purchased land, and commenced farming. He so continued for five years, when, owing to failing health, he gave up the work. While in that county he was made constable, collector, and deputy sheriff, and was married to Miss Anna Gregory. He went to Buffalo in 1824, and opened a grocery store. That venture not proving successful, he accepted an appointment as light-house keeper at the head of Buffalo Creek. He remained in Buffalo until it became incorporated as a city, and was then made chief of police by the first mayor, Dr. Ebenezer Johnson. He was also the first collector of Buffalo, serving in that office three years. He also held the position of deputy superintendent when the construction of Buffalo Harbor was commenced. While engaged upon that work, in looking over a



map of the lakes, he made the remark that Chicago, owing to its situation at the head of Lake Michigan, would some day be a large city. He, therefore, determined to come hither. In the summer of 1831, he went, by steamboat, to Detroit, from thence to Ann Arbor by stage and to Kalamazoo by wagon. Then, with others, he took a skiff for the mouth of the St. Joseph. There, with a borrowed conveyance, he proceeded to Elkhart, and thence to Chicago, on horseback, arriving here on August 1, 1831. Mr. Jones went to Elkhart that winter, returning in February, 1832, and purchased two lots, located on South Water and Lake, midway between Clark and Dearborn streets. They were eighty by one hundred and fifty feet each, and the price paid was \$200 for both. The value of those lots now is about three hundred thousand dollars. Mr. Jones was the first to come to Chicago for the sole purpose of investing in real estate, and may, therefore, be regarded as one of the founders of this far-famed city. Mr. Jones returned to Buffalo in 1832, where he remained till the spring of 1834; he then came back to Chicago, built a store, commenced business, and kept on investing his money in real estate. Mr. Jones lost heavily in the panic of 1836. But he soon regained his former position, and, as the town increased in size, so did his wealth accumulate. Mr. Jones engaged in the stove and hardware business in 1834, with Byram King, under the firm name of Jones, King & Co. He was one of the first justices of the peace of the city, serving in that capacity for several years. He was afterward a member of the City Council from the Third Ward for two years. He was a member of the first board of school inspectors under the law which re-organized the school system in 1840, serving two years. He was president of the Board of Education from 1840 to 1843, 1845 to 1848, and 1851 and 1852. He was one of the volunteers of the Fire Department, being first assistant foreman of the "Fire King" Hook and Ladder Co., No. 1. In the second canvass for mayor of Chicago, Mr. Jones was the Democratic candidate, but his firm and bold position in favor of temperance and against the unregulated commerce of alcoholic liquors was such that he was defeated. He was one of the founders of the Chicago Orphan

Asylum, and, for a number of years, was president of its board of trustees. He always had a warm interest in the public schools of this city, and did much in the pioneer work of this branch of public enterprise. He contributed one thousand dollars towards a fund for the furnishing of books, etc., for the public school which bears his name. The enterprise in which he took the greatest interest, however, was the University of Chicago, to which he subscribed forty thousand dollars, and, in his honor, the board of trustees of that institution named the south wing of the University building Jones Hall. He was always a member of the board of trustees of the University, and for many years president of the executive board. Mrs. Jones died February 15, 1854, and his death occurred on January 18, 1868. Their remains rest in Oakwood Cemetery. The surviving children are K. K. and Ferdinand Jones, both honorable and prominent men. Mr. Jones always bore the highest reputation for honesty, integrity, and ability; and his many benefactions, together with his unsullied character, will long be remembered by those who knew him.

HORATIO O. STONE (deceased), whose life-record shows the success which comes to a man by honesty, ability and industry, was born in Broughton Hill, Monroe Co., N. Y., January 2, 1811. His mother died when he was an infant, while his father, Ebenezer Stone, a veteran of the War of 1812, survived her for thirty-one years, passing away at the residence of his son in 1843. H. O. Stone started out in the world when he was only fourteen years of age, and spent the succeeding decade in a great variety of occupations. He passed three years as an apprentice to a shoemaker, tanner and currier; he peddled goods; he worked on the Lackawanna and Erie canals; he farmed in Washtenaw County; he was drafted for the Black Hawk War, but was not obliged to serve, and finally, after selling his farm and sending his family to Erie, Penn., he started westward, reaching Chicago on the 11th of January, 1835. Of course, he stopped with the jovial Mark Beaubien, and

dropped into another institution of the swampy town, "Justice" J. D. Caton's court. Here he met Mr. Blanchard, who sold him a lot on Clinton Street for ninety dollars, which left him about one-third his former capital to continue his struggle in the new country. During the winter months, Mr. Stone chopped timber on the North Branch of the Chicago River, to be used in the building of the Government piers, and in the spring started out with a friend and an Indian guide to take up land in Wisconsin. After reaching Sheboygan he made a claim near the mouth of the river, and worked in a saw-mill until the following June, when he returned to Chicago, attended the first Government land sale, sold his



DRAKE BLOCK AND RUINS.

Clinton Street lot at a profit of nearly \$260, and, with the proceeds, opened a grocery and provision store on North Water Street. He shipped the first load of wheat from Chicago, the seven hundred and eighty bushels being carried on board upon the backs of men. For twenty-seven years Mr. Stone continued in active business, and during ten years of this period was a grain-dealer. Continuing to invest his spare earnings in real estate, in 1848 he concentrated his energies upon this one line of business, and became one of the most prominent dealers in Chicago. He remained thus engaged up to the time of his death, July 20, 1877. Mr. Stone left a widow and five children. His widow was formerly Miss Elizabeth Yager, and was for many years previous to his death a recognized leader in society—a lady of literary, musical and artistic tastes and acquisitions, which position she fills at the present time. To her interest and liberality in art matters many artists owe substantial recognition and assistance, and foremost in the social circles of Chicago appears the name of Mrs. H. O. Stone.

BAIRD & BRADLEY.—It is hard to designate those who are the most prominent in the real estate fraternity, without invidious distinction; but certainly no one will dispute the eminence of Messrs. Baird & Bradley. They are lineal descendants of the loan, insurance and real-estate house of L. D. Olmsted, who was in that business in 1857. In 1860, Lyman Baird became a partner of Mr. Olmsted, the firm name being changed to L. D. Olmsted & Co.,

which was retained, notwithstanding the death of Mr. Olmsted in 1862, until Francis Bradley became associated with Mr. Baird, in 1864, when the firm name was changed to Baird & Bradley. Silas M. Moore and John K. Stearns were connected with the firm, and, in 1864, purchased the insurance interest of Baird & Bradley. In addition to these celebrities of the insurance fraternity, two of the most prominent solicitors of the Equitable Life Insurance Company graduated from the office of L. D. Olmsted & Co., who were the first agents of that company in Chicago. After the sale of their insurance interests, they devoted their attention exclusively to the real-estate, renting and loan business. It is simply impossible to convey an idea of the magnitude of the operations of this house for the quarter of a century that it has existed. They have placed many millions of dollars in loans upon real estate, and were especially instrumental in this description of financial accommodation at the time of the architectural resurrection of Chicago after the great fire. They invested money for residents of all parts of the continent, but particularly for capitalists of New York and New England. Messrs. Baird & Bradley still continue that business, although of late years the sale and renting department has attained large prominence in addition to their financial investments. Both the members of the firm are quiet, keen, decided and conservative; and the care and fidelity they have exercised in the management of the interests entrusted to them have produced the inevitable result, a business reputation unexcelled in Chicago.

MEAD & COE.—In recapitulating the various gentlemen who have been prominently identified with the real estate interests of the city, and whose energy and foresight have made for them a successful and comprehensive business, the firm of Mead & Coe will recur to the mind of any one cognizant of the leading houses in this branch of our city's commercial factors. The firm comprises Aaron B. Mead and Albert L. Coe, and was organized on January 1, 1867. The New Year's call which these gentlemen then made on the real estate fraternity, has been a permanent and distinguished one. Their specialties are the real estate agency, mortgage loans and collections, and some of the largest buildings, and many of the most important interests in Chicago's realty, are managed by them. During their eighteen years of business experience, it may be easily conjectured what an enormous amount of financial values they have administered upon; to reduce such transactions to prosaic figures, would be a difficult task, and would only express a financial estimate without conveying the confidence that the public feel in Messrs. Mead & Coe, earned by their long career of business rectitude and the careful manner wherein they have watched the interests of their clients. Mr. Mead is a native of Franklinville, Cattaraugus Co., N. Y., and has been identified with the real estate business since 1864. For four years he was with the well-known firm of Abner L. Ely, No. 22 Pine Street, New York City, one of the most influential agencies in the American metropolis. His present standing evinces the aptitude he possessed for acquiring knowledge during those years. Mr. Coe was born near Cleveland, Ohio, and came to Chicago in 1853. In 1854, he embarked in the coal business, under the firm name of Coe & Carpenter, continuing therein until the outbreak of the War, and also transacting considerable real estate business from 1856 to 1861, his partner being largely interested in Chicago real estate. In September, 1861, he enlisted in the 51st Illinois Volunteer Infantry, and was speedily promoted to the rank of second lieutenant of Co. "K," and afterward became first lieutenant in the same regiment. In September, 1862, he was appointed quartermaster, with the rank of captain, on the staff of General James D. Morgan, which position he retained until he was mustered out at the close of the War, in November, 1865. For several years he was on the staff of General Arthur C. Ducat, in the State service. His thirty years of active business life, have well prepared him for the responsibility entailed by the management of the large estates and business buildings now under his immediate supervision.

ALBERT J. AVERELL is one of the prominent real-estate dealers of Chicago, in which business he has been engaged since 1861; his first office having been in No. 7 Metropolitan Block. He was born in Alna, Lincoln Co., Maine, of Scotch parentage, and inherited the sturdy, Gallic character and the splendid physique of the men of Maine. At the age of fourteen he left the paternal roof, bent upon being a sailor and making his fortune. He crossed the Atlantic ocean twenty-eight times in six years, in furtherance of the first part of his plan, but without achieving the latter part. In 1843, he left the sea, and came to Chicago, and was appointed master of the propeller "Independence," in 1844, which he commanded four years. In 1848, he migrated to California, arriving at San Francisco three months after the day of his embarkation at New York, where he was immediately proffered the command of the clipper schooner "Eclipse," plying with the mail and passengers between San Francisco and Sacramento. He accepted the position, and remained therein until 1850, in the spring of which year he took command of the steamer "McKim," the first steamboat

that ran on the Sacramento River. In 1851, he was appointed commander of the fast steamer "New World," and remained her chief officer until the ensuing year, when he resigned and went to New England. During this visit, Captain Averell was married to Miss Anna B. Foote, youngest daughter of Hon. Erastus Foote, of Wiscasset, Maine. In September, 1852, he returned to California, and commanded the steamship "Senator," the largest at that time that had navigated the Sacramento. In 1854, he determined to return East to reside, and resigned his charge, and in 1855, settled in Chicago, where he engaged in the lumber business, and, for recreation, made a trip to Europe. Upon his return to this city, he engaged in the real-estate business, and, during twenty-three years, his transactions have amounted to nearly fifty million dollars. A prominent work thus speaks of him: "Captain Averell possesses a mind naturally clear and comprehensive, capable of grasping ideas and truths, as they are presented, with great exactness, and a wonderfully retentive memory, which has been strengthened by the habit of memorizing the incidents of life. He has a generous nature, always contributing liberally to religious and benevolent objects. His accurate judgment, combined with his great integrity and inflexible honor, make him a safe counselor; and these characteristic being universally acknowledged in the community, his opinions are sought in matters involving great interests." In real estate affairs his advice and opinion are highly appreciated." And the expression of his contemporaries but indorse the statement quoted.

KNIGHT & MARSHALL.—This firm comprises John B. Knight and James M. Marshall, and has carried on business in the same locality for thirty years, the present renting, loan and real-estate business being an outgrowth of that inaugurated by James M. Marshall, Sr., in 1854. Application, energy, and conservative investments have produced the customary results—a magnitude of business such as the founder would have deemed impossible. The business transactions of this firm are mainly in the interest of their regular clients, whose business the firm desires, and retains after it is acquired. The reputation of this firm during thirty years of active business, is the highest eulogium that can be given, and it is conceded to be merely the meed of success due to merit. James Monroe Marshall, the founder of the firm, was born in Logan County, Ky., October 1, 1834. At the age of fourteen he went to Paducah, Ky., and entered the dry goods store of his uncle, James Larmon, where he remained for three years. In 1852, he went to St. Louis, and entered the wholesale dry goods house of Pittman Brothers, but not being enamored of the dry goods method of obtaining wealth, and likewise being of a speculative disposition, he entered the firm of James Larmon & Co., which comprised James Larmon, three other uncles, and James M. Marshall. They traded extensively in sugar and molasses; Mr. Marshall going with one of his uncles to New Orleans, and the remainder of the firm establishing branches at St. Louis and Chicago. Thus, with representatives at these important points of shipment and distribution, the firm conducted a large and profitable business. In 1854, Mr. Marshall came to Chicago and established the real-estate business, where he attained wealth and won civic honors, having been a member of the Common Council in 1860-61. He was one of the most extensive dealers in real estate at that time, both in speculation and in supervising the interests of others. For a number of years he managed the extensive Malcolm McNeal estate, which remained with the firm until the death of the proprietor. Mr. Marshall was married on November 22, 1860, to Miss Susan C. Larmon, and died on July 1, 1880, leaving a family of five children, and bequeathing to his eldest son, James M. Marshall, his interest in the firm. It is the opinion of judges in the matter that the mantle of his father's ability also descended to his legatee in business.

WRIGHT & TYRRELL.—R. C. Wright and John A. Tyrrell were both employes of R. K. Swift's bank, and occupied the position of managers for some years. Upon the failure of the bank they went into the real-estate and loan business, in the old bank premises, being the first white firm that occupied the old Metropolitan Bank Building. In 1858, they were established in the real-estate business, with which the firm has since been so intimately and prominently associated. R. C. Wright died in December, 1879, and R. C. Wright, Jr., succeeded to his interest, having been admitted to partnership about 1878. This gentleman went into business in 1858 as bookkeeper for Potter Palmer, and remained with him until 1865; he then was with Jonathan Young Scammon, keeping the individual books for the Mechanics' National Bank, until April 1, 1867, on which date he entered the office of Wright & Tyrrell as clerk. Charles T. Tyrrell was admitted as partner on January 1, 1881, and the firm now comprises R. C. Wright, Jr., J. A. Tyrrell and Charles T. Tyrrell, the onus of the work falling upon the younger men, while Mr. Tyrrell, Sr., exercises the sound judgment and mature business experience in matters requiring his supervision or assistance.

Robert C. Wright, Sr., was born in London, England, December 12, 1813, and was educated at Rugby School. In 1848, he came to Chicago, and shortly afterward entered R. K. Swift's bank. He was induced to come to Chicago by the representations made by his relatives, Elijah and Joseph Peacock, who have been known in Chicago so many years in connection with the jewelry and lumber business. The success that attended Mr. Wright's efforts has justified the most glowing eulogies they could have written about the infant Chicago. In 1849, he was seized with the gold-fever, and went to California by the overland route, but finding that climate and method of making money unsuited to him, he returned to this city, and re-entered Mr. Swift's bank. The Tribune, of December 31, 1879, thus spoke of Mr. Wright: "The many and varied interests confided to Mr. Wright and his partner naturally made the firm known to large numbers of persons in this city and abroad, by all of whom Mr. Wright was looked upon as a model of strict, unrelenting integrity. He was laughed at by some, occasionally, on account of his conservatism, but after the panic of 1873 the wisdom of his course was seen and admitted. During his long life, not a word was ever said regarding his private or business life reflecting in the slightest degree upon his honesty. Careful and accurate in all business matters, he accounted for every dollar that was ever entrusted to him, and never was known to give his note to any one. He was a member of the Church of Saints Peter and Paul, and was for years one of its prominent and most responsible members. In social life he won the love and respect of all who were brought in contact with him." Mr. Wright died, December 30, 1879, leaving a wife and three children—Mrs. H. H. Handy, Mrs. E. C. Cole and Robert C. Wright, Jr. The latter was born in London, England, May 31, 1841.

GEORGE BICKERDIKE was born in Yorkshire, England, in 1806, and emigrated to America in 1828, locating in Cincinnati, Ohio, where he worked for about two years as a carpenter, the trade learned in his native land. In 1831, he made the journey to Chicago on horseback, passing through Fort Wayne, Ind., and was unfortunate enough to lose his horse, which detained him for three days, but, recovering his horse, he resumed his journey. When he arrived in Chicago he sought shelter in old Fort Dearborn, where he remained for some time, doing guard duty at intervals, until the arrival of General Scott, who refused to allow civilians to remain in the fort. He realized the importance that would some time attach to Chicago, and began the location of property. He selected ten acres, and erected his carpenter shop upon the site where the present Tremont House is located, holding it until the increased value induced him to sell, and re-invest in Chicago land. He located eighty acres near Oak Park, on which he erected a saw-mill, which he finally traded for eighty-four acres now known as the Bickerdike Addition, bounded by Kinzie Street, Chicago Avenue, Elizabeth Street and Ashland Avenue. This he subdivided, and a large amount of it still remains the property of his heirs. He also took up forty acres in Lake View, now known as Steele & Bickerdike's Addition, and subdivided it. Being one of the oldest settlers, it might have been supposed that Mr. Bickerdike would have occupied a prominent position in public affairs, but he was a quiet, unassuming man, giving little attention to anything outside of his private business, taking little interest in politics, and seldom expressing himself in regard to them. His family are at present reaping the benefit of his keen business foresight and good judgment. In 1835, he married Miss Mary Noble, of Chicago, who was also born in Yorkshire, England, and who early came to this city with her parents. Her father, Mark Noble, was quite wealthy, and relieved the settlers here in 1833, who were bordering on starvation, by purchasing and distributing among them a cargo of flour, which he purchased from the first schooner that arrived in this port. Mr. Noble was considered a public benefactor, and the only person at that time in Chicago with sufficient means to make such a purchase. Of Mr. Bickerdike's family there are living, besides the mother, who has again taken up her residence in Yorkshire, England, three children—George N. Bickerdike, born in Chicago in 1836, a retired gentleman at present writing; Joseph R. Bickerdike, born in 1844, who has charge of the old Bickerdike farm on the North Branch; and Margaret J., the wife of Walter Lister, of Chicago. The father of this family died in Yorkshire, England, on November 4, 1880, being seventy-nine years of age. He experienced the hardship common to all pioneers in new countries, and his life was a succession of struggles; notwithstanding which, like the senior Carlyle, he endeavored himself to those with whom he came in contact, and was a man who commanded respect from all who knew him. While his efforts at sedition were in some sense successful, as keeping his name from the earlier public records, it is impossible to prevent it from continually appearing upon the record of his good deeds and as an example of a faithful and upright life.

WALTER LISTER was born at Newcastle-on-the-Tyne, England, in 1832, and was educated partly in England, completing his

studies in New York City, where he arrived with his parents at the age of eight. His father, Joseph Lister, was a button manufacturer, owning a factory in the historical "Sleepy Hollow," in Westchester County, N. Y.; with him his son commenced to learn the button business. He remained thus engaged until 1855, when he came to Chicago and commenced the manufacture of glue; also, the manufacture of charcoal for purifying sugar, which he continued until 1873. In that year he commenced the real estate business, and since has spent the greater part of his time in the management of the estate in which he is personally interested. He was married, in Chicago, in 1860, to Miss Margaret J. Bickerdike, daughter of George Bickerdike, and has three children—Mary, Walter and Nellie.

HENRY C. MOREY was born on July 31, 1832, at Brockport, Monroe Co., N. Y., and accompanied his parents, in 1836, to Flint, Mich., at which place his father died in 1838. He received a common school education, his last teacher being Dr. Hosmer Allen Johnson, a celebrated physician of this city. At the age of fifteen he entered the store of J. B. Walker, and two years afterward, with his mother, emigrated to Illinois, journeying from Chicago to Tremont, Tazewell County, by the then popular line of Frink & Walker's stages. He secured a situation with Messrs. Pettengill & Babcock, merchants of Peoria, where he served one year; after which he returned to Tazewell County, and remained on a farm until 1852. To a letter of inquiry he received an answer from the late Colonel Josiah I. James of the firm of James & Hammond, lumber dealers, stating that, if he desired to come to Chicago, he would give him his board until he could do better. The offer was at once accepted, and the journey made by steamboat from Peoria to LaSalle, and thence to Chicago, by packet on the Illinois and Michigan Canal. He attended Bell's Commercial College the following winter, and Colonel James and George A. Springer having formed a co-partnership in the real estate business, he entered their service, they being among the first tenants of Metropolitan Block, corner of Randolph and LaSalle streets. He remained with this firm about twelve years, until its dissolution, when he entered into partnership with George A. Springer, under the firm name of Springer & Morey; subsequently with C. P. Manville; and afterward continued in business on his own account. Metropolitan Block at the time was occupied by many of the leading real estate firms of the city, such as Wright & Tyrrell, A. J. Aversl, Snyder & Lee, W. H. Sampson, H. G. Young, Scoville & Harvey, N. P. Iglehart & Co., and others. Mr. Morey remained in the building until its destruction in 1871. He reached his office the night of the fire, while the Court House, opposite, was in flames; opening his safe he removed its contents of valuable abstracts of title, leases, books, etc., and, securing, in addition, his city and county maps and plats, conveyed them to what then seemed a place of safety on Lake Street. The fire, however, soon invaded this quarter, and the street being partly filled with the stock of a neighboring livery stable, he placed his property in a shaftless buggy, and with the aid of a friendly hand, succeeded in running it across Lake-street bridge to a place of safety. His office was opened the next day on Canal Street, near Washington. He was one of the first real estate agents to return to the South Side, removing to the Superior Block, No. 77 Clark Street, and now occupies the main floor at No. 85 Washington Street, the site of the first building erected after the fire. Though actively engaged during these years in business, he devoted much of his time to temperance work, and became a member of Houston Lodge, No. 32, I. O. of Good Templars, in 1855, and, subsequently, he became one of the founders of Dashaway Lodge, No. 240, I. O. of G. T. He was one of the founders of the Washington Home, which was established in 1863, and filled the position of secretary of that praiseworthy charity for sixteen years, and during this time was instrumental, with others, in obtaining a charter from the State, giving the Home ten per cent. of the receipts from saloon licenses in Cook County, toward defraying the expenses of the Institution, and from which the Home now enjoys an annual revenue of \$20,000. The old Bull's Head hotel and lot, 104 x 180, corner of Madison Street and Ogden Avenue, was purchased for the Home in 1865, for the sum of \$9,000, and, in 1876, the hotel was demolished, and the present elegant building erected. At the formation of the Real Estate Board, in 1883, Mr. Morey was elected president, and re-elected in 1884. He has always been recognized as a conservative member of the real-estate fraternity, and for many years has been largely engaged in making valuations of real estate for loans for foreign corporations and capitalists—his valuations of property in six years amounting to over \$20,000,000. He also has charge of the large landed interests of the Union Mutual Life Insurance Company, of Maine; Mercantile Trust Company, of New York, and other corporations and non-residents, and transacts a general real estate agency business.

SAMUEL GEHR was born at Smithsburg, Washington Co., Md., in 1829, and received his early education at the well-known school of George Pearson, and afterward graduated from Marshall Col-

lege, Pennsylvania, in 1851. He then decided upon studying law, and read for two years in the office of Hon. Judge Weisel, at Hagerstown, Md. He came from Washington County, Md., to Chicago, in 1853, where he completed his forensic education, and was admitted to the Bar of this State. He then entered the real estate office of Rees & Kerfoot,—composed of James H. Rees and Samuel H. Kerfoot,—and remained with the firm as clerk until 1861, when he established himself in business in connection with Hon. Luther Haven, at Lake Street, opposite the Tremont House, under the firm name of Luther Haven & Co. The appointment, by Abraham Lincoln, of Mr. Haven as collector of customs for the port of Chicago, terminated their partnership; and since that date Mr. Gehr has conducted his business upon his own account, in which he has been very successful. His legal studies have been invaluable to him in settling questions of title, proprietorship, or conveyance. His early experience with Rees & Kerfoot gave him the requisite acquaintance with local business and values, while his judgment and integrity have made casual customers steady clients, and caused the name of Samuel Gehr to be classed with the real estate aristocracy of Chicago. In 1863, he moved his office to No. 114 Dearborn Street, a location which he has occupied ever since, except the interruption occasioned by the fire of 1871, making twenty-one years occupancy of the same site. Until 1863, Mr. Gehr had only conducted a business comprehending the purchase and sale of real estate, but in that year he added the making of loans for Eastern capitalists, and the care and management of large estates, these branches now being the important feature of his business. As a trifling but demonstrative indication of the stability of his methods, it may be cited that, during his whole life in this city, his bank account has been solely with the old Merchants' Loan & Trust Company. Mr. Gehr was married, in 1857, to Miss Pheba Bostock, and has the following children living: S. Whipple, Arthur Cleveland, Herbert Bostock, Fannie, and Francis Syckett, all of whom are now residents of Chicago.

POLEMUS D. HAMILTON was born in Wales, Erie Co., N. Y., in 1813, and received the education the circumstances would permit a farmer boy at a country school. Leaving school quite young, he apprenticed himself to a carpenter, and thoroughly learned his trade. He is one of the early settlers of Chicago, having come here in 1834, and has a vivid recollection of the early scenes of the city, when it was hardly entitled to the name of hamlet, assuredly not to the name of village. It soon became, according to his ideas, a distributing center for the West, for people seemed to come and go, and few became permanent residents. He worked at his trade, assisting in erecting some of the first buildings, which were frame. In 1835, he took up a piece of land, one hundred and sixty acres, about five miles south of Lockport, costing him then \$210; the same land is now worth \$50 an acre. That part was known then as the Yankee Settlement. When he came to Chicago he was associated with his brother, Thomas E. Hamilton, and they took contracts and erected buildings of any kind demanded at that time; and he gives an experience that shows that the same spirit of energy and enterprise which now exists, was fully developed in the early Chicagoan. He says that he was "not acquainted with the term 'balloon' frame, when, one Monday morning, a man stepped into the shop and asked if they could put up a building for him, saying that he did not want to move in before Saturday following." Mr. Hamilton thought it impossible; but about that time his brother came in, and the case was laid before him, when it was determined to put up a 'balloon frame,' and on Saturday night the building was completed, the owner moving in when the workmen walked out with their tools. This building was on the northwest corner of Dearborn and Lake streets, and was a fair-looking structure. The first building he remembers having assisted in erecting in Chicago was a frame store on the corner of South Water and Wells streets, now Fifth Avenue. It was occupied by a James Woodruff. Mr. Hamilton worked at his trade up to within a few years, and has now given up active business and resides with his children at Hyde Park. In 1835, Mr. Hamilton was employed in building the sloop "Clarissa," the first vessel built in Chicago, and, in 1836, he purchased a one-half interest in her, his brother a one-fourth interest, and Nelson R. Horton the remaining one-fourth interest. He was married in Erie County, N. Y., in 1836, to Miss Cynthia Holmes, who died in 1872, leaving three children—David G., Mary J. (now Mrs. John R. Hoxie, of Hyde Park), and Maria E. (now Mrs. L. W. Stowell, of Chicago).

DAVID G. HAMILTON was born in Chicago January 10, 1842. His education commenced in the public schools, he graduated at the High School in 1862, and entered what was then Asbury University, now known as De Pauw University, where he graduated in 1865. After leaving college he returned to Chicago and, in 1866, entered the law school attached to Douglas University, from which he graduated in 1867. He at once entered upon the practice of his profession and, during 1868, became associated in business with R. K. Swift in mortgage and land titles, under the style of D. G.

Hamilton & Co., and remained with him until 1871, when they dissolved, and Mr. Hamilton has since carried on business alone, giving his attention to real estate investments and the examination of titles. His office, located at No. 126 Clark Street, in the heart of the city, stands on the very ground where he was born. He is the son of Polemus D. and Cynthia Hamilton, who were among the early settlers of Chicago. He was married on December 6, 1870, to Miss Mary J. Kendall, daughter of Lydia Kendall of this city, and has two children—Bruce P. and Adelaide.

ENOS AYRES, the well known capitalist and real estate dealer, has been a citizen of Illinois since 1834, and of Chicago since 1848. He is of Scotch descent, the son of Peter and Ann (Skelton) Ayres, and was born on a farm near New Brunswick, N. J., May 1, 1814. Although nearly seventy-one years old, he is still in active business, and exhibits all the energy and skill of his early manhood. His eye seems as bright, his step as elastic, his complexion as fresh, as a man of thirty-five or forty years of age, and his zeal in all matters seems quite unabated. Mr. Ayres began life as a clerk in his brother's dry goods store in New Brunswick, serving a long apprenticeship, from the age of fourteen to twenty, when he came West. He first settled in Alton in 1834, where he obtained temporary employment in the dry goods store of Riley & Hankinson. At the end of the five months he had sufficiently mastered the western situation to be able to manage an establishment for himself, and he opened a stock of general merchandise in Whitehall, Green Co., Ill., his brother Reuben furnishing the goods for the purpose. After about six years of varying success, he traded the whole establishment for farm lands in the vicinity, and began farming. In December, 1836, Mr. Ayres had married his third cousin, Miss Ann Ayres, the daughter of Rescarrick Ayres, who still survives, at the age of sixty-five years. While in trade Mr. Ayres had built several houses in Whitehall, among them a hotel, and after three years spent on his farm, the hotel being about to become vacant, he bought out his tenant, and conducted it himself until the spring of 1848. In April of that year, the Illinois and Michigan Canal was formally opened for traffic, and Mr. Ayres saw clearly the assured future of Chicago, and determined to make it his home. Selling his entire interests at Whitehall, he moved here with his family by boat, soon after the Canal was opened. He at first engaged in the lumber business, but shortly disposed of it, and in the spring of 1849 began to traffic in real estate. His entire capital at that time amounted to only \$6,500, but his present financial standing shows how judiciously it was handled. At first, and largely until 1872, he did a general real estate and brokerage business, but since has principally devoted himself to the care of his own property. He was a sufferer by the great fire to the extent of about \$30,000, but he never has permitted his credit to decline, and it stands second to none in the city. A good illustration of the esteem in which he is held in Chicago is found in the manner in which he came to be South Town collector in 1878. The story, in all its phases, is too long for this brief sketch; suffice it to say that in 1878 there were the back taxes of two years to collect, besides those of the current year, and a bond of \$8,000,000 would be required. Some of the principal citizens, irrespective of party, decided upon Mr. Ayres as the fit man for the place, and, even against his most strenuous opposition, nominated and elected him and signed his bond without any solicitation on his part. The total amount of capital represented by his bondsmen was not less than \$150,000,000. This action of his friends was certainly a most flattering testimonial to his worth. Mr. Ayres has proved a most capable man wherever he has been placed by fortune, particularly in business affairs. In 1860, he became interested with a few others in some mining property in Gregory District, near Central City, Col. The management not proving successful, he bought out the plant of mines and mills and personally superintended the works from 1863 to 1864, when he decided to dispose of his interests, which he did to New York parties, at a profit of \$50,000. Mr. Ayres is a member of the Citizens' Association, the Calumet Club, the Farragut Boating Club (in which he takes great delight), the Washington Park Driving Club, the Kenwood Club and the Presbyterian Union. Of his four children—Ellen, Mary, Henrietta and Peter—Henrietta alone survives. She is the wife of C. T. Bond.

WILLIAM D. KERFOOT has for many years been closely identified with the real estate interests of Chicago, and the mention of his name recalls to memory a small frame structure erected by him, amid the debris in the heart of the burned district, on Wednesday morning, after the great fire of 1871, then known as "Kerfoot's Block." It was the first movement toward the re-building of the city, and bore the inscription, rudely painted on a pine board, "All gone, but wife, children and energy," indicative of the perseverance and faith of the man, and pointing to that marvelous exhibition of nerve and industry on the part of the people of Chicago, the fruits of which are to-day, in the reconstruction of the city, the wonder of the world. A sketch of this building heads a list of views of noted structures of the New Chicago, contained in the third volume of this History. William D. Kerfoot was born at

Lancaster City, Penn., April 16, 1837, and is the son of the late Dr. George B. Kerfoot, a physician of prominence in his day. The subject of this sketch came to Chicago in 1854, and entered the real estate office of James H. Rees, now deceased. In 1856, he returned to St. James College, Hagerstown, Md., to complete his education; and, in 1861, permanently located in Chicago, taking charge of the real estate department in the office of Thomas B. Bryan. The following year he undertook business on his own account, and opened an office at No. 89 Washington Street, in the immediate vicinity of which number he has remained for twenty years, conducting transactions, reaching far into the millions of dollars. His clients are composed chiefly of non-resident owners of Chicago property, among whom may be mentioned: James A. Hamilton, E. N. Taiter, Estate of General John A. Dix, deceased, Henry Y. Attrill, John J. Cisco, J. S. Cram, J. T. Sherman, Frank O. Boyd, Rev. Morgan A. Dix and William M. Bliss, of New York City; P. K. Dederick & Co., Albany, N. Y.; James S. Farlow, and Jacob W. Pierce, of Boston, Mass.; J. A. Stone, of Cleveland, Ohio; J. W. Gaff, T. T. Gaff, Robert Mitchell, Henry Peachy, F. G. Huntington, Merchants' National Bank, James D. Lehmer, David Sinton, Commercial National Bank, J. W. Neff and S. S. Carpenter, of Cincinnati, Ohio; John M. Shreve, A. D. Hunt, D. P. Faulds, J. W. Henning & Son, Russell Houston, John G. Barrett, H. V. Loving and J. W. Cochran, of Louisville, Ky.; Hon. R. T. Merrick of Washington, D. C.; Frederick Deming, of Litchfield, Conn.; W. B. Scarth, of Toronto; W. H. Ridgely, of Springfield, Ill.; P. E. Hosmer, of Nashville, Ill.; Estate of James S. Waterman, deceased, late of Sycamore, Ill.; and many others. Among his city clients are to be found the First National Bank, Merchants' Loan and Trust Company, John DeKoven, Frederick H. Winston, Mason Brothers, Burke, Walker & Co., Burley & Tyrrell and Larrabee & North. A standard work thus speaks of Mr. Kerfoot: "There is probably no man in Chicago who is a better or a safer judge of real estate valuation in this city, and its surroundings, than he is. He is frequently called upon by individuals and by the courts to give his opinion of values, and in individual cases in partition." Many buildings of note were erected under his supervision, such as: the Shreve Buildings on Washington Street, and on the northeast and northwest corners of Lake and Clark streets; the Henning and Speed Block, and the Gaff Building, are under his management. He is also the president of the Opera House Company, whose new building, on the corner of Washington and Clark streets, gives to Chicago an opera house second to none in the country. Mr. Kerfoot married, in 1865, Miss Susan B. Mooklar, of Mason County, Ky. In 1880, he associated with him in business, William A. Merigold and George Birkhoff, Jr., two gentlemen who had been his assistants for many years, under the firm name of William D. Kerfoot & Co.

GEORGE MARQUIS BOGUE, of the real estate firm of Bogue & Hoyt, was born January 21, 1842, and is the son of Warren S. and Sally (Underwood) Bogue. His father was born in Georgia, Vermont, in the year 1800, and is a descendant of a Huguenot family of that name, long resident in Scotland. In 1834, the family went to Ionia, Mich., but returned to St. Lawrence County in 1839. At Norfolk, in that county, George Marquis Bogue was born, and he resided there until he was fourteen years old, leaving there in August, 1856, for Chicago, where he joined his brothers, Hamilton B. and S. Curtis, who had preceded him a few years before. In 1857, George M. Bogue went to work in the freight office of the Merchants' Despatch, and continued there until April, 1859. He then went to the Cayuga Lake Academy, at Aurora, N. Y., where he received an academic education. He returned to Chicago, on July, 1861, and to the office wherein he was formerly employed. He was with the Merchants' Despatch until the spring of 1863. In June of that year, he entered the land department of the Illinois Central Railroad Company, continuing therein until October, 1867. Since then he has been in the real estate business. Mr. Bogue is at present the senior member of the firm of Bogue & Hoyt, which was established in January, 1882, as successor to George M. Bogue. The firm consists of George M. Bogue, Henry W. Hoyt and Hamilton B. Bogue. In 1858, Mr. Bogue took up his residence at Hyde Park, and in 1864, was elected town clerk. He held that position until he resigned, in 1867, and was elected treasurer in 1869, serving until 1872. He was elected a member of the Board of County Commissioners of Cook County, to fill the vacancy caused by the resignation of Hon. Charles Hitchcock. Mr. Bogue filled out that term, which expired in December, 1874, serving as chairman of the Finance Committee, and also as a member of the Building Committee. During his term of office, the Criminal Court and County Jail Building, the County Hospital, and additions to the Insane Asylum were erected. At the general election, in November, 1874, he was elected a member of the lower house of the Illinois Legislature, from the Second Senatorial District, and served that session. In February, 1877, Mr. Bogue was appointed, by Governor Cullom, a member of the railroad and warehouse

commission for the State of Illinois, which he held until he resigned, in March, 1883. He was then appointed arbitrator of the Western Railroad Pool of the Southwestern Railway Association. He is now permanent arbitrator of the North-Western Traffic Association and of the Central Iowa Traffic Association, which comprises the following railroads: Chicago & Alton, Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, Chicago & North-Western, Chicago, Rock Island & Pacific, Chicago, St. Paul, Minneapolis & Omaha, Hannibal & St. Joseph, Kansas City, St. Joe & Council Bluffs, Minneapolis & St. Louis, Missouri Pacific, Rock Island & Peoria, and Wabash, St. Louis & Pacific. In discharging the responsible duties of his position as arbitrator, and in making his awards, which involve vast sums of money, Mr. Bogue has shown distinguished fitness for the position, and his connection with the real-estate trade of Chicago marks him as one of the most prominent and successful men in that line of business. Besides these interests, which have called him into active service, his position in the numerous offices of honor and trust have reflected the greatest credit upon himself and gave the fullest satisfaction to his constituency. His public career has been marked by a faithful and conscientious discharge of his duties. Mr. Bogue was married, on January 26, 1871, at Hyde Park, to Miss Catharine M. VanDoren, daughter of A. B. VanDoren. They have had four children, two of whom are dead—Gertrude, born in March, 1872, and George, born in October, 1874, died in infancy. The two children now living are Franklin Ackerman and Ruth VanDoren. Mr. Bogue is a member of the Hyde Park Presbyterian Church, and has been one of its trustees since 1864. He is a Republican in politics.

SAMUEL STRAUS (deceased) was an early and very popular German resident of Chicago. He was born in Kirchheimbolanden, Rheinpfalz, Bavaria, January 22, 1823, coming to Chicago, direct from his native town, in June, 1853. In 1854, he removed to Milwaukee, but returned within a year, and became a conveyancer in the office of Greenbaum Brothers, the bankers, who were also born in the Rheinpfalz. Mr. Straus, however, was not content to work for others, and, therefore, in 1857, started out independently in the real-estate business and the practice of law. In this line he continued with decided success up to the time of his death, on July 8, 1878. Although influential in local politics, Mr. Straus never aspired to office himself, but whatever work of this nature was accomplished, he turned to the advantage of his friends. At the time of his death he had acquired a large and lucrative business, but left little property. A widow and six children mourn his decease. Sarah, the oldest, is the wife of Samuel Despres, the lawyer. Simeon Straus succeeded to his father's practice, and is able and prosperous. Emanuel, Joseph, Julia and Carrie are the remaining four children.

ELIAS GREENEBAUM was born on June 24, 1832, at Epplesheim, in the Grand Duchy of Darmstadt, near Frankfort-on-the-Main. He was educated in Rhenish Bavaria, leaving school at the age of sixteen. He first entered a dry goods establishment in his native place, as clerk, where he remained about two and a half years, and then entered his father's employment. In 1847, he landed in New York, and from thence he went to Stark County, Ohio, where he remained a few months, being employed as a clerk, and came to Chicago in 1848. From that year until 1854, he was engaged in mercantile pursuits, and his first earnings were invested in Chicago real estate, and continued thereafter to put all his savings into that investment. He was for a year bookkeeper in the bank of R. K. Swift. From May, 1856, to May, 1857, he was school agent for the City of Chicago, and rendered valuable services to the corporation in that capacity. In January, 1855, he went into the banking and real-estate loan business. In March, 1852, he was married to Miss Rosine Straus, by whom he has had four children—Henry Everett and Moses Ernst, who are now associated with him in business; Emma, who is now the wife of N. S. Gutman, a tobacconist of this city; and James E., the youngest, is in the scientific department of Yale College. Mr. Greenebaum belongs to the Congregation of Sinai, which he helped to found in 1861. He and his sons are members of the Citizens' Association, and of the Chicago Humane Society, in which Mr. Greenebaum takes great interest.

BENJAMIN FRANKLIN JACOBS, one of our real-estate dealers, at No. 99 Washington Street, whose remarkable career as a Sunday-school worker has given him a world wide reputation, was born in Paterson, N. J., September 18, 1834, the son of Charles P. and Eliza (Pelton) Jacobs. After leaving school, he clerked in his father's store for some years, until October 21, 1853, when he came to Chicago, and began life for himself, clerking. In 1861, he began business on his own account in South Water Street, in the grocery, produce and commission business. He was successful and laid up money till the great fire, when everything was burned. His losses were very heavy, and in some particulars peculiarly aggravating. In 1866, he had begun to deal in real estate, educating his brothers meanwhile in the grocery and produce business, intending to put

them into possession of it, and confine himself strictly to real estate. In common with other businessmen he pushed improvements of his real estate. The panic of 1873, found him deep in these plans, and busy improving vacant property, laying out new suburban towns, etc., with all the energy of his nature. These, reverses and decline in values carried away more than the fire had left. But with increased resolution he began again, and his success in many undertakings in his line prove his energy, unimpeachable integrity, and skill in business transactions. Mr. Jacobs is one of those men whose business career, although successful and honorable, is but a cypher when compared with their whole life's work. As one of the principal organizers and active members of the Chicago Young Men's Christian Association his reputation stands high in this city, and, linked with that of D. L. Moody and others, has been carried to all parts of the world. As secretary of the Northwestern Branch of the U. S. Christian Commission his indefatigable labors have rendered his name honored wherever the noble work of that body is known. And as a tireless, original, and successful Sunday-school worker his reputation is not only national, but worldwide. His Sunday-school record begins with his connection with the First Baptist Church the first Sunday in October, 1854, one year after he came to Chicago, when twenty years of age. He remained connected with that Church until 1881, when he united with others to form Immanuel Baptist Church, of which Rev. Dr. Lorimer is pastor. After two years' service in the First Baptist Church-school as scholar and teacher he was chosen superintendent of the Mission School attached to the Church, September 29, 1856, the first Baptist Mission Sunday-school, and the third mission of any kind in the city. This he managed with extraordinary skill and success for eight years; at the end of which time he took charge of the Sunday school of the First Church, a school which became famous throughout this country. This school and Bible class became a training school for teachers and officers, and over fifty of its members went into the ministry. On the organization of the Immanuel Baptist Church in 1881, he took charge of its school, which office he still retains. Mr. Jacobs' exceptional skill in organizing and conducting Sunday schools, and his long experience in that field, prepared him to put in motion and push to final success the present uniform lesson system. It is impossible to recount here the unparalleled labors performed by Mr. Jacobs in bringing his thought to the practical acceptance of the religious world, nor the various steps even of its progress to its present complete triumph; but we must content ourselves with quoting the testimony of Dr. Eggleston (who was for a long time opposed to the idea) as to the real authorship of the plan: "For the sake of history, let us here record that our sanguine friend, Mr. B. F. Jacobs, who sells produce on South Water Street, who is superintendent of the First Baptist Sunday-school on Wabash Avenue, who is the originator and generalissimo of the United States Sunday-school Army, and who writes lessons for the Standard, makes live Western speeches in Conventions, and does more besides than we can begin to recount, is the father of the idea of a national uniformity of lessons." After many delays and opposition, the plan was formally adopted at the National Sunday School Convention, held at Indianapolis, April 16-19, 1872, and a seven year series of national uniform lessons were sketched by a committee of five ministers and an equal number of laymen, and published to the world. At the International Sunday-school Convention of the United States and British America Provinces, held in Toronto, Ont., in 1881, he was elected chairman of the International Executive Committee, and at the Louisville Convention in 1884, was re-elected for three years. Mr. Jacobs' connection with the Young Men's Christian Association of Chicago, and his position on its Army Committee, which became the Northwestern Branch of the United States Christian Commission during the War, prove him one of the most earnest and useful men in the city, and constitute one of the most important and interesting chapters of his life. There is no doubt that his earnest support of Mr. Moody and his plans, contributes much to the success of the Young Men's Christian Association in this city. During the darkest days of the War, from 1863 to 1864, he was president of the Association, and found ample field for the exercise of his unbounded energy and executive skill. He was at the same time secretary of its War Committee, and discharged the duties of both positions until compelled by the increasing labors of the latter position to surrender those of the former. Next to Mr. Moody and Mr. Farwell, the Association is indebted to the labors of Mr. Jacobs for the ownership of Farwell Hall. He was one of the original trustees of the property and secretary of the board. While Mr. Moody was president of the Association, Mr. Jacobs was, with Mr. Farwell, vice-president and a member of the finance committee, and, as such, was able to second Mr. Moody's energetic efforts, so that upon the occasion of its eighth anniversary, the committee was able to present a subscription to the building fund of the new Hall of \$101,000. During the last of May 1861, D. L. Moody and B. F. Jacobs began a series of religious meetings with the soldiers at Camp Douglas. As a result,

the Army Committee was formed by the addition of J. V. Farwell as chairman and Tuthill King, Mr. Jacobs becoming its secretary. He was also a most valuable member of the Northwestern Branch of the Christian Commission. Mr. Jacobs was married, April 16, 1854, to Miss Frances M., daughter of Dr. John Eddy, a prominent physician of Naperville, DuPage Co., Ill., but a native of Rochester, N. Y.

FRANKLIN HATHWAY was born at Rome, N. Y., July 12, 1818. Joshua Hatheway, the uncle of Franklin, was one of the pioneers of Milwaukee. He went there, in 1834, when there were few others besides Solomon Juneau and George H. Walker. Franklin Hatheway was educated at the Classical School of Rome, where many other prominent men of Chicago and the West received their education. In the fall of 1835, Mr. Hatheway came West to assist his uncle, Joshua, in the survey of the extreme southeastern portion of the State of Wisconsin. Mr. Hatheway still has a map, partly made by himself, of that portion of the State lying south and east of the Fox and Wisconsin rivers, before there were settlements or counties in the whole region, except at a few points, such as Milwaukee, Green Bay, etc. Early in the fall of 1836, he returned home and was engaged on the survey of the Genesee Valley Canal until winter, which he spent at home in charge of the post-office as deputy-postmaster. In the spring of 1837, he returned to Milwaukee, via Green Bay. While at the latter place he fell in with James Duane Doty, afterward governor of the State, and was engaged by him to survey the site for the capital. The first territorial Legislature of Wisconsin met at Dubuque in 1834-35, and had located the capital at Fourth Lake, naming it Madison. Two official county surveyors have successively tried to lay out the new city, but, owing to strong local attraction, produced by the presence of large quantities of bog-iron ore, had failed, and given it up. The job had been let, the ground selected for the capitol, and contractors, men and material, were largely on the ground. With the confidence of youth Mr. Hatheway—only about nineteen—promised to do the job or ask no pay. His journey from Green Bay was begun on horseback, but on reaching the settlement of the Stockbridge Indians he found the animal disabled, and had to complete his journey on foot. Hiring a couple of young Indians to carry his baggage, he tramped the whole distance through an unbroken wilderness by way of Portage; the vast solitude being unbroken except by two white families, one at Wrightstown and one on the site of the city of Fond du Lac. His efforts to lay out the city met with no better success than had those of his predecessors, and he was on the point of giving it up, when a hint from an unknown traveler, who stopped at the only hotel for the night, enabled him to overcome the difficulties of the situation, and he completed the work. On the return trip to Green Bay he was taken sick, and, declining an offer from Governor Doty to survey and plat some land for him across the lake from Madison, he returned to Rome. Recovering soon after, he joined a corps of engineers and helped to survey the Utica & Syracuse Railway—afterward a section of the New York Central—and rode into Syracuse on the first train after its completion, August 1, 1838. He then assisted in the survey of the Syracuse & Oswego Railroad through a heavily-timbered and wild country, making maps, plans, profiles and estimates of the route, completing the work in six weeks. This was considered at the time the most expeditious feat of engineering on record. About the middle of February, 1840, he joined a corps of engineers in charge of Charles B. Stuart—afterward surveyor-general of the State of New York—and went to work on the line of the New York & Erie Railway. They had the central division from Binghamton to Hornellsville, with headquarters at Owego. While on this work he got leave of absence, and, going to the city of Hudson, was married August 20, 1840, to Miss Sarah A. Gilbert, daughter of William S. Gilbert, with whom he had been acquainted from the age of fifteen. He met her at Rome when she was fourteen years old and he fifteen, and they had kept up an acquaintance and correspondence until they were married. She bore him three sons—William, George and Frank C. The latter is now engaged in the office of the Chicago Steel Works. After a wedding-trip home, the young couple settled in Owego, and Mr. Hatheway returned to his work. About this time the management began to run short of money, and, foreseeing the failure of the enterprise, he abandoned it in January, 1841, and again returned to Rome. As he anticipated, the enterprise lay dormant for some years. In the spring of 1843, by invitation of his uncle, Joshua, he joined him in Milwaukee and became a partner in his real estate and agency business. In the fall of 1845, business getting dull, he went with his wife and child to Cleveland, Ohio, where he was bookkeeper for the Merchants' Bank of Cleveland, and for a few months, for Patrick Anderson—until the spring of 1847. He then received an invitation by letter from William B. Ogden, to enter his office as confidential clerk and cashier. He accepted the situation and came to Chicago May 1, 1847. He remained in the real-estate office of Ogden, Sheldon & Co. for the long period of twenty-two years,

with the exception of one year spent at Green Bay, in 1859. In the spring of 1869, he closed his long connection with the firm and opened a real-estate office on his own account. In the spring of 1884, he became secretary and treasurer of the Mutual Trust Company. On December 24, 1879, his wife died, and on January 12, 1881, he was united in marriage to Miss Clara A. Graham, of Dixon, Ill. Mr. Hatheway is a prominent member of the Episcopal Church. He was for some years senior warden of the Church of our Savior. He was previously a member of St. James' Church, of which he was for a time a vestryman. He is an active temperance worker, and has helped to organize nearly all the earlier lodges and divisions of the Sons of Temperance. He was a charter member and presiding officer of the Mariners' Division of the Sons of Temperance; helped to organize the first lodge of Templars; was a charter member, presiding officer; and for some years deputy of the Radiant Temple of Honor, and a charter and life member of the Washingtonian Home Association.

SYLVESTER LIND, one of the earliest settlers of Chicago, was born in Aberdeenshire, Scotland, on November 22, 1807. He began life as a carpenter in the employ of Lord Aberdeen, who was at one time Prime Minister of England, for whom he worked five before coming to America. He had friends who came to Chicago in advance, and, inspired by their letters, he came to this city in June, 1837. The first work he found was naturally in the line of his trade; and for some years he was a carpenter and joiner, and did his part in building up the young city. About 1840, he began to handle lumber in a small way, his lumber-yard occupying the ground upon which he afterward erected the Lind Block, on the corner of Randolph and Market streets. He owned his own mills at Green Bay, Wis., and also two lumber vessels to transport his lumber to his yards in Chicago. While his business was small, Mr. Lind was for a few years in the employ of George Smith, the veteran banker, and for about three years acted as his bank messenger between Milwaukee, Chicago and Michigan City. He traveled on horseback, and carried bank bills—often to the amount of \$50,000—padded in a corset which he wore under his clothing next to his body. After a time, however, he feared that some who noticed his intimacy at the bank might suspect the nature of his journeys; and lest his fortune might turn out ill, he decided to abandon it, and content himself with his lumber business. On November 6, 1846, Mr. Lind married Miss Eliza O. Thomas, a native of New York, and has had four children, of whom one daughter alone survives. When the War opened, it found Mr. Lind a man of large property, but its dark days closed down upon him like a pall. His money was all of the wild-cat order, for the country then had no other, and bank after bank failed; \$30,000 in wild-cat money proved valueless on his hands, \$16,000 in good, six per cent. Milwaukee bonds brought him only \$1600. His valuable Lind Block was sacrificed, and all the rest of his property went the same way. With just as much zeal and faith as at the first, Mr. Lind went about repairing his broken fortunes, and by the time of the great fire, he had gathered another fortune. The fire did not spare him, but took all he had. He was a director of one of our home fire insurance companies, and a heavy stockholder, and that was all wiped out with the company. His buildings were burned, and, directly and indirectly, nearly everything was sacrificed. He turned his attention entirely to the management and sale of real estate, and has diligently followed that business ever since. On first coming to Chicago, Mr. Lind united with the old Presbyterian Church in the city, and is still a member of the old First Presbyterian Church, on Indiana Avenue. He has often been put forward by his friends for various offices, but, except in few cases, has declined to serve. Besides holding other positions of trust, he was at one time Water Commissioner for the city. He resides in Lake Forest, and was mayor of that corporation for nine years, resigning in April, 1884.

COLONEL EDWARD HERRICK CASTLE was born August 5, 1811, in America, Dutchess Co., N. Y., the son of William and Abigail (Hurd) Castle. He remained at home until he was about ten years old, and attended school in the vicinity. He entered Courtland Academy in 1826, and remained a student there two years, after which he entered the office of Samuel Perkins, a prominent lawyer of Courtland County, with whom he studied two years, at the end of which time he returned home and worked on his father's farm two or three years. He then engaged in business for himself, at Carbondale, Luzerne Co., Penn., where, in 1833, he formed a partnership with Stephen Clark, under the firm name of Clark & Castle, dealing in general merchandise, and very extensively in coal. After some time, Mr. Castle purchased his partner's interest, and conducted the business in his own name. In 1839, a fire destroyed his store and all its contents; but having, in 1735, sent a stock of goods to a brother in Joliet, Ill., and owning an interest in the business, he determined to try his fortunes in the West. He arrived in Chicago May 1, 1839, sold his interest in Joliet, with the proceeds of which he purchased a stock of goods and opened a

store in this city. He occupied the first brick store built as far west as the corner of Lake and Wells streets. Besides doing a general merchandise business, Mr. Castle dealt largely in wheat, buying and shipping in one year one hundred thousand bushels. He was engaged for several years in steamboating on the Mississippi, at one time sailing the steamer "Alonzo Child." In 1849, influenced by the rumors of gold discoveries on the Pacific coast, he determined to see the country for himself. He made the voyage by way of Panama, from which port, upon the invitation of the sailing master, he commanded the "Unicorn" to San Francisco, arriving there in due season. Instead of going into the mines, as was his original design, he opened a hotel in San Francisco, naming it the Illinois Hotel, and a store in Sacramento. He also plied a steamer, the "Eldorado," between these two cities, charging a fare of twenty dollars, and sometimes had two hundred passengers. In 1851, he disposed of his interests in California and returned to Chicago. Soon after reaching here, he was appointed general western agent for the New York & Erie Railroad, and served in that capacity about four years. During this time he assisted in establishing a line of propellers between Dunkirk and Chicago, and in building the first line of railroad into the city. He then formed a partnership with Lewis W. Clark, opened an office at No. 100 Randolph Street, and engaged in buying and selling real estate. After closing out this business, he went to Missouri and obtained the contract for building the Mississippi & Missouri Air Line, the price for building and equipping the road to be \$7,000,000. After having built about forty-five miles of the road, the War of the Rebellion broke out. The rebels attacked his party, drove off his oxen and horses, and took possession of all kinds of supplies. He immediately went to St. Louis to see General Fremont, who, without any solicitation, appointed him on his staff with the rank of colonel, and placed him in charge of the railroads in the Northwest. In this position he proved himself very efficient, and by connecting the various railroads entering St. Louis, which were of the same gauge, enabled the Government to save largely in time and money in the transportation of troops and supplies. He also established what were known as the "Castle rates," for the transportation of forage and general government stores. At the siege of Vicksburg, he furnished General Grant with twenty-eight thousand tons of ice. He organized the famous Railroad Regiment of Missouri, for service on railroads, building bridges and making general repairs. He was transferred with General Fremont to Virginia, where his duties comprised the transportation and putting down of pontoon bridges, and on this account he soon became known among the soldiers as "Colonel Pontoon." After five years of faithful service in the Union army, he returned to the peaceful vocations of life, both houses of Congress joining in a letter of thanks for his valuable services in the War, his conduct while thus engaged having been also approved by Abraham Lincoln, who had already shown his appreciation of Colonel Castle by appointing him chief engineer of the Union Pacific Railroad. In 1865, he re-engaged in the real estate business in Chicago, and has met with steady prosperity ever since, his son, Charles W., being connected with him, in the firm of Edward H. Castle & Co., with office in Castle's Block. Colonel Castle has been a member of the Masonic fraternity for about forty years, and a Master Mason about thirty years, and has contributed liberally to the cause. He has been an Odd Fellow most of the time from 1835. He is a member of the Park Avenue Methodist Episcopal Church. He was married January 1, 1835, to Miss Caroline F. Johnson, who died in 1847, leaving three sons and a daughter—Charles W.; Louise, now the wife of Colonel A. J. Greenfield, mayor of Oil City, Penn.; Ephraim J. and Edward M. Colonel Castle was married, in 1843, to Miss Emily Bennett, a quaker lady of Pennsylvania, and an intimate friend of his former wife. By this wife he has two children—Emma and William.

ROYAL ALEXANDER BLAINE MILLS was one of Chicago's early settlers. He was born in the town of North East, Erie Co., Penn., October 7, 1821. The only educational advantages afforded him were those of the common school in his native county. At the age of twenty-one years, he determined to try his fortunes in the West, and selected Chicago as his starting point. Shortly after reaching here, in 1843, he had the opportunity to secure temporary employment in the service of the engineer department of the army, and was engaged for one year on the Government pier at Racine, Wis. Returning to Chicago in 1855, he began his mercantile career with Jones & Co., dealers in Yankee notions, and drove a peddling wagon for that concern through Illinois and the western part of Indiana. During the three years he was so occupied, he exhibited such energy and talent that, at the expiration of that period, he was taken into the firm as a partner. Their interests rapidly expanded, and, about 1860, the firm was re-organized under the name and style of John R. Mills & Co., the business being wholesale dry goods and notions. It is worthy of note that John R. Mills and his brothers, though bearing the same surname with the subject of this sketch, were in no way related to him. The

place of business was first on South Water Street, and, later, on the corner of Lake and Dearborn streets. In the panic of 1857, the house went under. After that time, and until his death, January 25, 1882, Mr. Mills was engaged in the real-estate business in Chicago, though, during the last eight years of his life, he was compelled to delegate matters to others about him, inasmuch as during all that trying period he was confined to his bed, a great sufferer. Mr. Mills was married, on November 23, 1852, to Miss Eliza Anne Neely, of Mooreheadville, Erie Co., Penn. His widow survives him, and still lives in No. 3152 Vernon Avenue. There are four children living—Frederick Neely, who is in the employ of the Hazard Powder Company and a member of the Board of Trade; James Marcellus, who is engaged at the Union National Bank; Jennie Matilda and Katharine Louise.

ADOLPH LOEB & BRO., real-estate and loan brokers, are of Israelitish extraction and of German birth and education. Adolph, the senior member of the firm, was born near the city of Worms, October 11, 1838. He is the eldest of the family, was educated at Heidelberg University, and came to Chicago in the summer of 1853. He was but a boy of fourteen, with not a relative in the city; yet he had the courage to become the pioneer of the family to the New World, and braved alone the perils of the long journey. His first employment was in a real estate office, where he exhibited a natural aptitude for the business and rapidly acquired an understanding of its details and a skill in carrying it on, unusual in one so young, and which encouraged him, in 1857, to open an office for himself as a real-estate broker. After he had become fairly established, his parents, with the remaining members of the family, came over toward the close of the year following. He prospered from the start, took his brother, William, into his employment as soon as he was old enough to be useful, and, after he returned from the War, made him his partner in 1866. On June 20, 1869, he married Miss Johanna Manheimer, daughter of the late Dr. Manheimer, by whom he has had seven children—Esther, Bertha, Jacob, Leonore, Ludwig, Eva and Gertrude. In 1882, Mr. Loeb, for the sake of his health, found it necessary to take a rest from business, and spent four months in Europe, visiting the principal countries on the continent. He derived so much benefit from the change, that he repeated the trip in 1883, and has been able to devote himself, without relaxation, to business ever since. He is one of the earliest members of the Sinai Congregation of this city, and a most devout adherent of Reformed Judaism. He is a member of nearly every useful and benevolent association of the city, and contributes liberally to them all. He belongs to the Citizens' Association, Citizens' League, Relief and Aid Society, Illinois Humane Society, Charity Organization Society, and many others of like character.

JOHN GUNZENHAUSER, real-estate and loan agent, was born at Geislingen, a town of Wurtemberg, Germany, July 4, 1833, the son of David and Ursula (Spaeth) Gunzenhauser. In May, 1854, John Gunzenhauser emigrated from his native country to the United States, with the view of improving his worldly condition. He remained nearly a year in Troy, N. Y., and then came to Chicago in April, 1855, where he engaged in business as architect and builder, to which profession and trade he had been educated in his native country. In 1859, he entered the real estate office of Sigmund Meyers, at No. 421 South Canal Street. Mr. Gunzenhauser worked for Mr. Meyers as clerk, and at the same time carried on his own profession of architect for some six months, changing his location when Mr. Meyers retired. Mr. Gunzenhauser then conducted the real-estate business on his own account, in connection with his profession, until 1860. Since that time he has been engaged alone in the business of real estate, renting, and negotiating loans. Mr. Gunzenhauser became acquainted with the First Christian Church in 1860, and became a member in 1872. In 1877, he bought the church property at the corner of Indiana Avenue and Twenty-fifth Street, since which time that society has enjoyed its use free of rent, and have a contract from Mr. Gunzenhauser, by which they can purchase it at any time. Mr. Gunzenhauser was married, the first time, in 1860, and on October 22, 1868, was married to Miss Magdalena Groll. By the first marriage, he has one child, Emma Ursula, and by the second, five children—John, Magdalena, William, Clara and George Washington, all of whom are living.

EDWARD MCCONNELL was one of Chicago's earliest real-estate investors, and one of the first among those who were real-estate holders at the time of the civic incorporation. He was born in Dublin, Ireland, on December 29, 1805, and landed in Montreal, Canada, in the summer of 1823. After traveling in Canada, and the Northern and Eastern States, he took passage from Detroit, Mich., on the "Marshal Ney," bound to Fort Dearborn, with provisions for the garrison. A *compagnon de voyage* with Mr. McConnell was Gurdon Saltonstall Hubbard, who came on board at Mackinac. In August, 1830 he reached Chicago, and put up at Miller's Tavern, in the forks of the Chicago River. After stop-

ping in this city for a short time, he removed to Springfield, and became connected with the Land Office. He took part in the Black Hawk War. In 1836, he returned to Chicago, and became chief clerk for E. D. Taylor, receiver of the Chicago Land Office. From 1845 to 1856, he resided on the original homestead, on the corner of Twenty-second Street and the South Branch, and from 1856 to 1863, he resided on the West Side, in the vicinity of Monroe Street, subsequent to which he resided at Lake View. In 1844, he married Miss Charlotte McGlashan, a daughter of one of Chicago's early settlers. He was one of the earliest members of the St. James' Episcopal Church, and was a gentleman of good education, of retiring disposition, although abounding in the proverbial hospitality of an "old country squire"; upright in all his transactions, universally admired and honored. He died on May 11, 1878, leaving his wife and three sons surviving him—John McConnell, George McConnell and Benjamin F.

GEORGE MCCONNELL handles only his own property, and has been a member of the real-estate interests of Chicago, in this capacity, since 1875. During Mr. McConnell's tenancy of the Land Office, he purchased large quantities of property, and some of the original property that was purchased by his father in 1836, for ten shillings an acre on the South Branch, near Twenty-second-street bridge, is still owned by the McConnell brothers. In 1844, portions of the property were sold at \$500 an acre; in 1863, about an acre sold for \$10,000; between 1863 and 1867, it was subdivided, and portions were sold as lots (that were back-lots) at the rate of \$6,000 an acre, and in July, 1884, a little less than an acre was sold for \$46,000, or at the rate of about \$50,000 an acre.

MCCONNELL BROTHERS.—This firm was established in 1881, and comprises J. and B. F. McConnell. They do a real-estate and loan business, and handle their own property, as well as that of their clients, and make a specialty of Lake View real estate. In that suburb the firm has made three subdivisions, in one of which the original tract was purchased in 1881, at about \$3,000 an acre, and lots in the subdivision sold, in 1884, for about \$700; in another subdivision, the original tract of which cost only \$2,500 an acre in 1881, lots will average \$1,500 and \$1,600 in 1884. John McConnell is a member of the Chicago Real Estate and Renting Association.

THOMAS & PUTNAM.—The real-estate firm of Thomas & Putnam comprises Benjamin W. Thomas and Joseph R. Putnam, and was the result of their union of business interests on January 1, 1881. Mr. Thomas has been prominently identified with the real estate interests of the city, as owner and agent, since 1858; and Mr. Putnam has been therein since 1873. The firm do a general real-estate business, and make a specialty of South Side business and residence property. Mr. Thomas was born at Stafford, Genesee Co., N. Y., came to Chicago a young man in August, 1841, and engaged in the general merchandise business with Alexander Loyd, under the firm name of Loyd & Thomas, in which he continued for three years. The firm then closed out their business, and Mr. Thomas embarked in the lumber trade as B. W. Thomas & Co., in which he remained until 1858. Mr. Thomas, during his various business connections in this city, has rendered himself commercially conspicuous by two characteristics: his minute integrity—if such a term be permissible as descriptive of one who is just to the smallest particular—and his inflexible promptitude in business entrusted to his care. He is an active and influential member of the Chicago Academy of Sciences and of the State Microscopical Society, and is an ardent student of the science of microscopy, as well as of other sciences and arts. Mr. Thomas was married in Chicago, October 5, 1848, to Miss Augusta A. Wilcox, daughter of Rev. Jairus Wilcox, the first Bethel chaplain in this city.

ENOS SLOSSON, dealer in real estate and mortgages, was born in Newark Valley, Tioga Co., N. Y., in 1817. Having completed a course of law, he practiced his profession for a time, and then removed to Jones County, Iowa, in 1857, to take charge of real-estate interests belonging to his family in that State. In the year 1859, he came to Chicago, and engaged in mercantile pursuits, having connected himself with the firm of Sterns & Forsyth, wholesale grocers. He was subsequently, for a short time, agent for Howe's Scales, and in 1862, he began business in real estate, as a general speculator. He was thus actively engaged until the year 1880, when he turned over his entire extensive business to his son-in-law, Frank A. Henshaw. Mr. Slosson is a member of the Masonic fraternity and the I.O.O.F. in this city. He was married to Miss Ellen Hoyt, of Kingston, Penn., a relative of ex-Governor Hoyt, and has had five children—Mary, the wife of Frank A. Henshaw; Sarah; Ella, wife of Dr. Willis, a practicing physician of this city; Carrie, deceased; and William Slosson, secretary of Hale's Elevator Company. The family of Mr. Slosson is among the oldest on the American continent. His grandfather, at the commencement of the American Revolution, enlisted as a private soldier, but his merit speedily met with recognition, and he was

promoted to the rank of captain, and assigned to duty with his command under General George Washington, he being at one time a member of that general's body-guard. After the war, he removed to Tioga County, N. Y., where he established a settlement, and named it Berkshire, in honor of his old home in Massachusetts. The father of Mr. Slosson—Enos Slosson—was a colonel in the War of 1812, and, in 1818, founded the town of Lawrenceville, Penn. The patriotism of the family is perpetuated in the present Enos Slosson. At the outbreak of the War he subscribed for the very first issue of the bonds made by the United States, and retained them until they were called in.

HENRY H. WALKER.—Chicago has been very prolific in men whose speculative ability excited wondering comment and the projection of whose schemes seemed impracticable—men whose ideas seemed incapable of fruition simply from their magnitude. That was in years gone by; for in the present the mind has become so habituated to vast operations, and the discussion of interests involving millions, that a project looking to the acquisition of Canada and parcelling it out into sub-divisions and additions, would only excite comment as to its financial aspect and its liberation toward profit or loss. Among those who in their day were the astonishment and cynosure of their contemporaries, Samuel J. Walker was a prominent man in the real-estate fraternity. Dealing in acres and sections, he inaugurated improvements that, to-day, are among the beauties of Chicago, to enhance the selling value of the property thus handled, and constantly transforming barren, undesirable property into eligible residence and business locations. Interested with his brother in many of his projects, although not in partnership with him, Henry H. Walker commenced the real-estate business in 1863; and since that date has been intimately identified with that branch of the city's interests, having not alone learned the value of certain investments, but, from some experiences of Samuel J. Walker's, also learned what investments to avoid. Pursuing thus the golden mean of investment, Henry H. Walker has been very successful, and is the proprietor of large and valuable tracts of property, both in his own fee and in trust for others. Among them are dock property, and the property of which Mr. Walker makes a specialty, namely, that suitable for manufacturing sites and for factories.

SAMUEL J. WALKER was born January 9, 1827, near Dayton, Campbell Co., Ky. Early in life he evinced a great aptitude for commercial transactions, and, when he was but seventeen years of age, his father started him in the wholesale and retail grocery business, at Covington, Ky., which he made a success, as he did of the wholesale and retail dry goods business, in which he embarked some years later. The Chicago Tribune thus recites his commercial and business career: "He abandoned the dry goods business to become the treasurer and bond agent of the Kentucky Central Railroad, and, as such, negotiated the bonds, and, he claimed, practically built the road, before he was twenty-five years old. He was a member of the City Council of Covington, by the time he was twenty-one years old. It was in Chicago, however, that he displayed the greatest ability and carried on the largest speculations. His business relations with this city date as far back as 1853; that is to say, he began about that time to visit it and make investments in real estate. After 1861, his business kept him here nearly all the time, and, in 1872, he removed his family to Chicago, and has made it his home ever since. He was constantly buying and selling, but the amount of real estate that he owned in 1873 was astonishing. It was said to be no less than fifteen hundred acres inside the city limits, and to comprise all of Canalport Avenue, and most of Ashland Avenue from Madison Street to Twelfth Street. It is supposed that if it had been sold just before Jay Cooke's failure, it would have brought \$12,000,000 to \$15,000,000." He projected a vast system of improvements, intended to connect all his property and greatly enhance its value. One of the boldest was the transformation of what is now Ashland Avenue, but was Reuben Street until he had the name changed. He widened it, made the lots two hundred feet deep, planted \$30,000 worth of trees along the sidewalks, interspersed them with large rustic flower-vases, filled with choice flowers, and paved the roadway. His plans were boldly and wisely laid, but the panic slowly overthrew them, and his immense fortune disappeared like a vapor. The property was incumbered, and eventually sunk in value fifty per cent., and, after hoping against hope for five years, he was compelled, in 1878, to forego his scheme. Mr. Walker died on April 15, 1884. He was married on October 7, 1858, to Miss Amanda Morehead, daughter of Governor Charles S. Morehead, of Kentucky.

SOUTH BRANCH DOCK COMPANY.—Reference to Mr. Walker's investments brings to mind a company in which he was much interested—not financially, however—because its projects and the execution thereof excited his admiration; this is the South Branch Dock Com-

pany, an association of capitalists who purchased large tracts of land in the region now known as the lumber district, and, by making slips and docking the property, made a valuable and remunerative district of what had been simply property that might be valuable because of its river frontage. The company was incorporated on February 10, 1859, and has, since its organization, been the primal factor in the development and improvement of the lumber district; and the shareholders of the company, also, have been by no means dissatisfied with the results of their investments, since Hon. Roswell B. Mason has been the president, and to whose perspicacity and business acumen the company are largely indebted for their financial success.

JOSEPH H. ANDREWS was born in Milan, Erie Co., Ohio, and received his early education in the common schools of his native place. His father, Ebenezer Andrews, was a graduate of Yale College in the class of 1817, and in his later years held the position of probate judge of Erie County. At an early age, Mr. Andrews entered Yale, and graduated with the class of 1859, receiving in due course the titles of B.A. and M.A. Leaving Yale, he entered the Law School of the Cincinnati College, graduating from that institution in 1860, with the title of LL.B., and was admitted to the Ohio Bar. Leaving his native State, he went to New York City, and, entering the office of Speir & Nash, at No. 111 Broadway, remained nearly two years, during which time he was admitted to the Bar of New York by the Supreme Court of that State. In the latter part of 1862, Mr. Andrews came to Chicago, and, although educated for a professional career, has preferred to follow commercial business, in which line he has been successful, as buildings in Chicago bearing his name will testify. He has never sought publicity, and holds in highest esteem his Alma Mater, Yale College. Since his residence in Illinois, he has become a member of the State Bar and of the Chicago Board of Trade. Mr. Andrews is also a charter member of the Calumet Club of this city.

D. HENRY SHELDON was born on March 12, 1830, and is the youngest child of Caleb and Mary (Tefft) Sheldon. He was early thrown upon his resources, as his father, by a distressing casualty, was somewhat incapacitated for business and the financial crisis of 1837 left him without means. At fifteen, D. Henry undertook to educate and support himself. He resided with his uncle, Dr. Corliss, collected his accounts, took care of his horses, at all hours of the day and night, and in other ways, provided for his boarding, clothing, tuition and books. While attending the academy at Union Village, one of his schoolmates was his pastor's son, Chester A. Arthur, ex-president of the United States. At seventeen, he became a clerk in a general store, but he threw up his situation at the end of his trial month, and embarked in business on his own account. In 1849, he commenced selecting and developing lands on the shores of Lake Michigan. On the death of his father, he turned over his accumulations for the use of others in the family, and started again empty-handed. He was married, March 12, 1854, to Miss Augusta Searle, daughter of Rev. David Searle, and granddaughter of Hon. James McCall, all of New York State. In a short time he passed an examination and entered the sophomore class of the University of Rochester, where he was brought under the influence of President M. B. Anderson, LL.D. He graduated from the University in 1857, with the degree of Bachelor of Science. Having prepared himself for civil engineering, he went upon the St. Paul, Minnesota & Pacific Railroad survey, under Colonel Dale, and soon rose to a position next to that of the Colonel's. The panic of 1857, stopped the work, and Mr. Sheldon retired to St. Louis, where he became a dealer in real estate. While in the University, he discovered the workings of, and the necessity for, the beneficiary system, whereby a timely loan would save many a promising young man. He therefore, having funds at his command, lent money on small interest, without security, to those whom it was believed would be thereby benefited. Most of the borrowers are now eminent, and not one dollar of either principal or interest has been lost. In 1859, he made a will, bequeathing \$10,000 to a Baptist Theological Seminary for the Northwest, probably to be near Chicago, although he did not know that such an institution was yet contemplated here. In 1861, he removed to Chicago, and became one of the most efficient of the founders of the Baptist Theological Seminary, afterward at Morgan Park. He was sixteen years a member of the board of trustees and of the executive committee. Mr. Sheldon executed his own will, by paying over his bequest largely augmented, and also his loan fund, to this institution in its early days. In all his beneficiary work he has been aided and inspired by his estimable wife. In 1867, he made his home in Kenwood, where he now resides, being still occupied

in the care of his large and valuable real-estate interests. Mr. and Mrs. Sheldon's only child—Verna Evangeline—graduated with honor from Wellesley College in June, 1885.

JOSEPH E. OTIS was born in Erie County, Ohio, on April 30, 1830, the son of Joseph and Nancy (Billings) Otis. He received a thorough academic education at Milan and Norfolk, Ohio; and, in 1851, was appointed postmaster of his native town, a position he held four years. Mr. Otis then became cashier of the bank of Andrews & Otis, at Milan, and soon after partner with Judge Andrews in the business. The bank prospered; and it was there Mr. Otis gained that knowledge of the financial and commercial world, which proved so valuable to him in after life. In 1859, however, the vicissitudes of the banking transactions threw into the hands of the firm two large grain-carrying vessels, and, in order to control them to advantage, it became necessary to close up the business in Ohio, and remove to Chicago, which was done in 1860, the bank, established in 1855, being closed the same year. In 1861 the War commenced, and business was for a time seriously depressed, but even then Andrews & Otis, through their commercial tact, made money. In 1863, Mr. Andrews died, and, in the settlement of the firm's affairs, the vessels were sold, and Mr. Otis commenced to invest in Chicago real estate, generally purchasing vacant property and improving it, especially favoring transactions in central business property. In 1868, Mr. Otis, in connection with several prominent citizens of Chicago—among whom were Matthew Laflin, John V. Farwell, P. Willard and James Woodworth—organized the Chicago Fire Insurance Company, under the laws of the State of Illinois, with a paid up capital of \$100,000. Mr. Otis was chosen president of the board of directors and of the institution, by a unanimous vote of the stockholders, and held that position with credit for three years. In the spring of 1870 he was elected a member of the Board of Aldermen for the Second Ward, and served on the Finance Committee and the Committee on Streets and Alleys in the South Division during his term of two years. In the fall of 1871, Mr. Otis visited the principal cities of the Pacific Coast, and made extended trips in Utah and California, visiting the Yosemite and other places of interest, returning to Chicago prior to the fire. In 1873, he made an extended tour through Cuba and thoroughly investigated the diversified industries of that famous island. In 1884, he visited the City of Mexico. During all these years of Mr. Otis's sojourn in this city, he was constantly investing in real estate, improving it, and selling or leasing it, as might be most expedient. These investments were very profitable, as a natural result of his correct estimate of present and prospective values, and he now stands among the most conservative and wealthy of Chicago's real-estate owners. In politics he is a Republican but is not partisan; he is liberal, although uncompromising, in his antagonism to ring-rule and trickery, and is therefore a very serviceable member of the Citizens' Association. On May 3, 1859, Mr. Otis was married to Miss Marie, the daughter of Judge S. F. Taylor, of Milan, Ohio, by whom he has five children living—Mary T., Joseph E., Jr., Ralph C., Florence and Pauline. In June, 1881, he took his wife and eldest daughter through the principal countries of Europe, visiting England, Ireland and Scotland, and, sailing up the Rhine, they made a tour through Switzerland. They then traversed the St. Gothard Pass and visited Paris, going thence to Italy and the cities of Milan, Venice and Florence. They returned via the Mont Cenis tunnel to Paris. In 1884, they made a more extended and unusual tour, passing from London to Paris and thence, by way of Lyons, Marseilles and Genoa, to Rome. After ten days in the Eternal City they visited Naples, and other places of interest in Italy, and thence to the Grecian Archipelago, spending some time in Athens and Corinth, and then up the Dardanelles to Constantinople, crossing into Asia Minor; thence by way of Varna, on the Black Sea, to Bucharest, where they visited the scenes of the struggle between the great contestants of the Russo-Turkish War; thence by steamer they proceeded up the Danube to Buda-Pesth, Vienna, Berlin, Amsterdam, London, reaching home in October. Mr. Otis was made a Master Mason in Ohio in 1856, and is also a member of the Calumet Club of this city.

F. A. BRAGG is a veteran in the real-estate business. From 1853 to 1859, he was superintendent of assessments, in which latter year the Board of Public Works was appointed, and to this body were delegated the duties formerly performed by him. He then engaged in the real-estate business, for which his duties as assessor had especially qualified him, remaining therein until the breaking out of the War, when he enlisted in the 6th Missouri Infantry Volunteers. He was commissioned first lieutenant in May, 1861, captain in August, 1861, and major in April, 1865. He was in command of the regiment during every fight it went into, and commanded a brigade during his service with the regiment on Sherman's march to the sea. He was mustered out in August, 1865. At the time of the breaking out of the War, he had the charge of the Fire Department of Chicago as first assistant marshal, under U. P. Harris. He was also foreman of "No. 1," for fourteen years,

under the old volunteer organization. In 1865, Mr. Bragg re-entered the real-estate business in this city, with which he has been connected ever since that date. Mr. Bragg was born in Otsego County, N. Y., in 1829. He came to Chicago in July, 1851, and was deputy city clerk under H. W. Zimmerman. He has been for a long time prominently identified with the Masonic fraternity, and was one of the original members of the Chicago Real Estate Board, also one of the first members and promoters of the Chicago Stock Board. Mr. Bragg was likewise one of the first members of the Chicago Light Guard.

CAMPBELL BROS. & CO.—The real-estate firm of Campbell Bros. & Co. is composed of James L. Campbell, Frank W. Campbell and John W. Brooks. The firm was first established in 1866, by the two brothers now associated in the business, and continued until in January, 1884, when John W. Brooks was made a partner, and the present firm thus constituted. In the early existence of the firm, the efforts of the Campbell Brothers were extended toward an independent dealing in realty; from the outset until the present time they have handled only their own lands, their first transactions being the purchase and sale of acre property in subdivisions. So energetically did they push their business, that in early days they sold lots on unlimited time, requiring no payment prior to occupancy, allowing purchasers who would erect houses a liberal period in which to make their payments. In 1865, they began building two-story houses, and frugal clerks and mechanics availed themselves of their liberal terms of sale. The field of their operations lies toward the southwest part of the city, where an avenue bears their name, and many tasteful cottages and a number of fine residences testify to their public spirit and individual enterprise. Since being in business, the aggregate number of dwelling houses erected by them will closely approach five hundred, two hundred of which were built during the last three years.

James L. Campbell, the senior member of the firm of Campbell Bros. & Co., was born in Caledonia, N. Y., May 19, 1831, the son of William and Hannah (Ladd) Campbell. He received his early education in his native village, coming to Chicago in 1850. Later, he was employed on a farm near Elgin, Ill. In 1856, he went to Fayette County, Iowa, where he attended the Upper Iowa University for three years, and, during the following three years, taught school in that county. In the meantime, he had studied law, and was admitted to the Bar of Iowa, at West Union, in 1862. He subsequently returned to Chicago, and became a student at the Union College of Law, graduating from that institution in 1866. He established himself as a practicing attorney in this city, doing a limited real-estate business in connection with his law practice. His real-estate-business proving the most lucrative, he abandoned the law practice in 1868, and since that time has devoted himself exclusively to real estate transactions. He was married, July 19, 1859, to Miss Sophronia R. Crosby, daughter of Rev. J. W. Crosby, of Iowa. They have had one son, Frank F., who died January 5, 1883. Mr. Campbell is a member of Blair Lodge, No. 393, A. F. & A. M. In November, 1869, he was elected as a city councilman on the Republican ticket, serving two years. In 1873, he was again accorded that honor, and, in 1884, was again elected to serve his third term, being at present (1885) an incumbent of that position. In 1870, he was elected to represent his district in the Legislature, serving as a member of the first session of that body under the new Constitution. While in the Legislature, he made his public service a matter of historic record, drawing and introducing the bill which gave to the city of Chicago the present highly satisfactory form of conducting the Bridewell, making that institution more self-supporting, instead of being a burden to the city, as it had been under the previous management.

Frank W. Campbell, a member of the firm of Campbell Bros. & Co., was born at Scottsville, Monroe Co., N. Y., August 25, 1843, the son of William and Hannah (Ladd) Campbell. When but a child he went with his parents to Elgin, Ill., where he first attended school, remaining there until the age of fourteen, when he came to Chicago and entered the public schools as a pupil, subsequently graduating from Bryant & Stratton's College in 1863. Meanwhile, during his vacations, he had learned the jeweler's trade with his brother, Mark Campbell, who was established at No. 81 Clark Street. For three years after leaving college, he worked in his brother's jewelry establishment, after which he became a partner in the present existing firm. He was married, February 7, 1872, to Miss Laura F. Remington, of Chicago. They have three children—Frank O., Ellen D. and A. Blanche. Mr. Campbell is a member of William B. Warren Lodge, No. 209, A. F. & A. M.

John W. Brooks, the junior member of the real-estate firm of Campbell Bros. & Co., was born at Woodstock, Oxford Co., Maine, July 25, 1841, the son of William and Lydia M. (Russell) Brooks. He received his early education in the common schools of Oxford County, and, at the age of sixteen, entered the academy at Norway, Maine, graduating from that institution three years later. Soon after leaving school he entered into partnership with C. H.

Howe, and established a store at West Paris, Maine, carrying a general stock. After conducting his business successfully for three years, he sold his interest to his partner, and then went to Portland, Maine, where he engaged as a salesman in a wholesale notion house. In the great fire in Portland, in 1866, his employers were burnt out, and he was obliged to seek occupation elsewhere. He went to Boston, and engaged as a traveling salesman with Simpson & Corder's wholesale notion house, where he remained two years, coming to Chicago at the expiration of that time. Arriving in this city in 1868, he was employed by several small firms dealing in notions until 1869, when he accepted a position with Field, Leiter & Co., remaining with that firm nine years, and was one of the first salesmen ever put on the road by that company, then in its infancy. Leaving the employ of Field, Leiter & Co., for the next five years he engaged as a traveling salesman for the Warner Brothers' corset house, of New York City, which position he filled with great satisfaction to his employers, making unprecedented sales, and disposing of the greatest amount of their goods ever sold by any one salesman in a single year. On January 1, 1884, he was admitted to partnership in the firm of Campbell, Bros. & Co., and is now associated with them in business. He was married, January 11, 1872, to Miss U. Blanche Peabody, of Winona, Minn., who died January 29, 1883.

WILLIAM M. HOYT is one of the primeval settlers of our city, having arrived here during 1836. He commenced to invest in real estate immediately upon his arrival, and still continues in the business, and, therefore, may justly lay claim to the title of one of the oldest real-estate men in Chicago. He established himself in business in 1854. Mr. Hoyt was associated with L. W. Stone, but this was only a brief episode in his forty-eight years of business experience. During 1867, Mr. Hoyt took his son, J. Q. Hoyt, into partnership with him, and since that date the responsibility of the active part of the work has devolved upon the younger member of the firm.

RUDOLPH WEHRLI, another early settler, was born within one-half mile of the city of Aran, in the Canton Aargau, Switzerland, on January 31, 1819. He went to New Orleans, La., in 1839. After remaining there six weeks and not finding the city to his liking, he moved to St. Louis, where he remained seventeen months. From there he came to Chicago, arriving here on August 3, 1841, and entered the employ of Clybourne & Hovey, who kept the Boston Market, on the corner of Lake and Wells streets. After remaining with them one year, he commenced business for himself—a meat and provision market—on the east side of LaSalle Street, and about eighty feet south of Lake, where he remained five years. During this period Mr. Wehrli, in 1845, purchased his first piece of real estate in Chicago, which he still owns, eighty feet on LaSalle Street, between Lake and Randolph streets, now numbered 46 and 48, for which he paid \$400. He then, in 1848, went into the State-street market, between Randolph and Lake, and which had the old number 15 on State Street, where he remained ten years. He then moved his meat market to Nos. 60 and 62 Washington Street—which property he had purchased in 1850, and paid \$2,150 for forty feet by one hundred and eighty feet, and which is now worth about \$3,000 a foot—and here Mr. Wehrli stayed until the fire of 1871. After the fire, he opened a market on the north side of Hubbard Court, east of State Street, where he remained for about two years, and then sold out and retired from the active business life he had pursued for thirty-three years. Mr. Wehrli now enjoys his well-earned leisure at his beautiful home on Thirty-seventh Street, in the midst of his cultivated family. His interests comprise some of the choicest property in the city, and the attention Mr. Wehrli bestows upon them gives occupation necessary to a man of his active mind. Mr. Wehrli married, in 1846, Christiana Schneider, and has the following children: Emeline L., Mena C., Rudolph G., Albert C., Laura C. and Ada M. His family

rode over the sidewalk unmolested. This occurred at his first residence, near Jackson Hall.

F. B. PEABODY & CO.—There are many of Chicago's real-estate houses the mention of whose name suggests solidity, security and good faith, and prominent among such is that of Francis B. Peabody & Co. This house was established in 1866, as Gallup & Peabody, comprising Benjamin E. Gallup and Francis B. Peabody, and did a general business in real estate, loans and investments. In 1875, this firm was dissolved, and since that date the present house has had the title of Francis B. Peabody & Co., and has undertaken to do but very little real-estate business in the ordinary sense of buying and selling, being almost exclusively engaged in the mortgage-lending branch of the business. The transactions of this firm have been very large, distinguished, however, not alone for volume, but also for their conservative character. Mr. Peabody was born at Milford, N. H., in 1827, and, after pursuing his English and classical studies for some time, graduated at Trinity College, Hartford, Conn., in 1848. He then determined on studying law, and commenced with Franklin Pierce—subsequently president of the United States—and his partner, Judge Josiah Minto, at Concord, N. H., in whose office he continued for over a year, and was for some time afterward at Hillsborough, N. H., where he completed his studies. He commenced practicing law at Hillsborough, in 1850, and continued until 1852. In the fall of 1852, he moved to Concord, N. H., and formed a co-partnership with Nathaniel B. Baker, afterward governor of New Hampshire, with whom he was associated until the year 1855, during which year he formed a co-partnership with William E. Chandler, afterward secretary of the navy, under the firm name of Peabody & Chandler. In the spring of 1857, this partnership was dissolved, and Mr. Peabody removed to Chicago in March of that year; after which he was severally associated with Judge Walter B. Scates—compiler of Treat, Scates & Blackwell's Statutes,—Judge William K. McAllister and John N. Jewett, in the practice of law, for about two years. He then formed a partnership with Judge Alfred W. Arrington, and practiced with him during 1859-60, dissolving that partnership in 1860. From that year until 1866, he was without any partner, when he became associated with Mr. Gallup. One interesting fact in connection with the firm of Gallup & Peabody is, that the demands made by their clients for loans and mortgage investments so exclusively occupied their time, that they were compelled to relinquish their law practice, which they did about 1870.

SCHRAEDER BROTHERS, the well known real-estate firm, have been associated in this business since 1865. By their long and varied experience they are peculiarly fitted for the position they maintain as reliable dealers in all descriptions of Chicago real estate. Their caution, integrity and foresight have brought them hosts of clients, and among them large numbers of thrifty Germans.

William L. Schrader, the elder of the brothers, was born in the Province of Schaumburg Hesse, Germany, in June, 1832. He was educated there for the civil service, but, after receiving his education, changed his plan of life, and emigrated to the United States in 1854. In October of that year, he located in Chicago, and was for some time engaged in the grocery trade. In 1855, he embarked in the real-estate business, and, in 1863, returned to Germany, where he was married to Miss Augusta Keyser. They have five children, all born in Chicago.

Frederick Schrader was born in Germany, June 13, 1838, and after finishing his education, learned the business of an apothecary. He emigrated from his native country to Chicago, in October, 1854. For some time after arriving in Chicago, he was employed in the drug business, but, in 1865, became associated in the real-estate business with his brother, William L. He was married in Rochester, N. Y., in 1866, to Miss Mary Miller, by whom he has one daughter.

SCHUMACHER & LAUER.—The firm of Schumacher & Lauer comprises Charles F. Schumacher, Jr., and Nicholas A. Lauer, and was established in 1878. They conduct a real estate, loan and insurance agency, and, although established but six years, they have already secured a large proportion of the West Side patronage in these various branches. They are agents for the Agricultural Insurance Company, of Watertown, N. Y., and for the New Hampshire Insurance Company, of Manchester, N. H., and carry a large and constantly increasing line of prominent West Side risks.

Charles F. Schumacher, Jr., was born in Chicago, September, 1852, and is the son of Godfrey Schumacher, who settled here in that year. He has been engaged with Hibbard, Spencer, Bartlett & Co., for the past twenty-seven years. He was educated in the public schools of Chicago, and began his business career, shortly after the fire, in real estate, loans and insurance, being associated with his uncle, C. F. Schumacher, until in 1877.

Nicholas A. Lauer was born in the old Fort Dearborn,

Rudolph Wehrli

attend the Lutheran Church, of which they are influential and useful adherents. As will be perceived by reference to Vol. I of this work, pp. 284-85, Mr. Wehrli was a member, first of Swift's Hussars, as cornet, and subsequently of the 60th Regimental Staff, as adjutant. Mr. Wehrli recalls, with a great deal of amusement, an encounter he and "Long John" had. Mr. Wentworth's office and Mr. Wehrli's barn were adjoining one another, and, to reach his barn, Mr. Wehrli had to cross the sidewalk; this gave umbrage to Mr. Wentworth, who warned him to desist, but Mr. Wehrli did not. "Long John" had him arrested, and Mr. Wehrli was fined \$1; after which vindication of the law affecting the sanctity of sidewalks, Mr. Wentworth was perfectly satisfied—and Mr. Wehrli

Chicago, on January 19, 1851, and is the son of Casper and Eva Lauer. His father was the first policeman in Chicago who lost his life in the discharge of his duty, September 18, 1854; and his mother is still living in the city. He was educated at the Jesuit school, since changed to St. Ignatius College, and completed his studies at St. Xavier's College, at Cincinnati. He commenced business with Chase Brothers, abstract makers, and afterward occupied the position of deputy record-writer in the Superior Court, for nine years, and, at the expiration of that time, in 1878, went into partnership with Charles F. Schumacher, Jr., in the real-estate, loan and insurance business. He was married, at Chicago, in 1874, to Miss Elizabeth P. Reis, daughter of Peter Reis, and has seven children—Eva, Laura, Clara, Josie, Frederick, Grace and Florence. His parents, as well as his wife's, came to Chicago prior to 1835.

HENRY M. SHERWOOD has been a resident of Chicago since 1858, and is one of her best-known and thoroughly-respected citizens. He comes from Westport, Fairfield Co., Conn. His father was Charles E. Sherwood, and his mother Anna Beam. They had eight children, of whom Henry was the eldest, born on December 19, 1831. He spent his early life at school during winter and at work during the summer, and at eighteen began teaching in a district school. For about eight years he taught, attending the Normal School, at intervals, until he came West in April, 1858. Soon after reaching Chicago, he became a member of the Holbrook School Apparatus Manufacturing Company, chartered under the laws of Connecticut, and then having offices at New York and Chicago. He remained connected with this company until 1864, when he sold out his interest, and engaged, on his own account, in the school-furnishing business, which he prosecuted successfully until February, 1873, when he disposed of the same, and entered upon the real-estate business. In 1882, the Sherwood Company was formed for the sale of school supplies. Of this company, H. M. Sherwood is president, and in it he holds an interest, yet takes no active part in the conduct of its affairs. Although a Republican, Mr. Sherwood has taken little active part in politics, except to do what he could to secure the nomination and election of good men, a much more inviting field presenting itself to him in other directions. He is a member of the First Presbyterian Church, and has, for many years, been active in advancing its interests, holding uninterruptedly for twelve years the offices of trustee and treasurer. As a member of the Citizens' Association and the Citizens' League, he has done much for the suppression of vice and the regulation and mitigation of evils not to be entirely eradicated this side the millennium. It is, however, in works of a benevolent character that Mr. Sherwood principally delights and is most active. That comparatively new, but most admirable, method of dealing with the needy—helping the helpless to help themselves—encouraging and aiding the worthy poor, and detecting and exposing the frauds, which, under the labors of Rev. S. Humphreys Gurteen, first took organized form and practical shape in this city, by the establishment of "The Charity Organization Society of Chicago," at once enlisted his hearty sympathy and warmest approval, as it did that of hundreds of others here. Mr. Sherwood has taken an active part in promoting its usefulness. He is also one of the directors of the News Boys' Home, and is one of the board of manager of the Presbyterian Hospital. He is connected with the Chicago Free Kindergarten Association, and, as a temperance man, takes an active interest in the Bands of Hope, Temperance Unions, and all similar societies that help to save the young from drunkenness, poverty and disgrace. Mr. Sherwood is a member of several other organizations, among them the Union League Club, the Presbyterian Social Union, and the Chicago Historical Society. He was united in marriage on September 14, 1859, to Miss Eliza H. Gray, of Westport, Conn., by whom he has had five children—only one, a daughter named Grace, surviving.

J. L. MCKEEVER, although a comparatively young man, is one who, by his enterprise and industry, has made a favorable and successful mark in real-estate annals. He was among the first real-estate dealers located after the great fire of 1871 in the burned district, having engaged an office in Dr. Boone's Block, No. 133 La-Salle Street, from the advance plans. This was the first large building fully occupied in the burned district. Mr. McKeever, after mature deliberation, located his home in the woods, now the corner of Forty-first Street and Langley Avenue, thus becoming the pioneer of that locality; and to his settlement and the impetus given to that section, by the improvements inaugurated and carried out by him, the early influx of residents into that locality is due. Mr. McKeever cut the trees down and opened Forty-first Street from Langley Avenue to Grand Boulevard, at his own expense, trusting to be repaid by the property owners benefited. He introduced water and gas on Forty-first Street and Bowen Avenue; and, in consequence of his efforts, the large nine-foot sewer was started on the former thoroughfare. In fact, to credit Mr. McKeever with being the nucleus around which clustered the pleasant, flourishing suburban residences of his vicinity, is only doing him simplest jus-

tice. When he went to the locality designated as his residence, he purchased two hundred feet on Forty-first Street, at \$40 a foot, which, in a very brief time, advanced to \$100 a foot, in consequence of the improvements made by him. Subsequent to the panic, the property depreciated sixty per cent., but it has again advanced, until it is now again worth \$100 a foot. To his courage and confidence in the future is due the first brick improvements on Bowen Avenue, between Langley and Vincennes avenues, and also numerous similar improvements on Forty-first Street. At the time he built these houses, the street was not even grubbed, and consequently his friends derided his visionary provisions for residents who would never reside in that vicinity. Mr. McKeever also predicted, in the near future, the running of passenger trains on the Union Stock-Yards railroad track, and the erection of a station at Fortieth Street and Langley Avenue. He still continues the good work that he began thirteen years ago, and his faith in the advance of values and future improvements is shown by the substantial and elegant buildings that have been, and are still being erected in that neighborhood by him. Mr. McKeever, in November, 1871, married Miss Mary A. Buell, of Holley, N. Y., and his son, Buell McKeever, was the first child born on Forty-first Street.

J. C. MAGILL & Co. do a general real estate commission business, buying, selling, renting, collecting, paying taxes, negotiating loans, managing property for non-residents, etc. They have a large and increasing business in all lines, visiting all parts of the country in the interests of their clients. They make a specialty of local investments, renting business and residence property, buying and selling improved and unimproved Chicago realty, on commission, and building and selling flats and other houses. They are agents for many capitalists in Canada, Cincinnati, New York, Boston and elsewhere, and manage a large amount of realty for non-residents. Among other property in their charge are the following well-known flats: Mentone, Calumet, Talbott, Hyde, Mara, Streeter, Tucker, etc. They also give special attention to making investments for non-residents, for which their knowledge and experience give them important advantages, both borrowers and capitalists finding most favorable opportunities through this house. They are noted for successfully conducting transactions of great magnitude, and for having placed some of the heaviest mortgage loans in the West. They handle a large amount of improved and unimproved farm lands, and the demand for their aid in real-estate negotiations extends into New England and Canada, where they have effected some important sales and purchases. The strict rule of this house is to secure the best investments, rents, etc., identifying their client's interests with their own, and attending to all business intrusted to them in a conscientious and thorough manner. Long experience, careful judgment and high standing, have given Messrs. Magill & Co. a commanding position among all interested in real-estate transactions, and their opinion is constantly solicited in all matters involving real-estate values, and they are constantly called upon to testify in legal proceedings affecting the most important real-estate interests.

Jacob C. Magill was born in Buffalo, N. Y., May 27, 1846. He came to Chicago with his father's family on July 3, 1854, and received his education in the public schools. On January 1, 1863, he entered the employ of Webster & Baxter, doing a commission business on the Board of Trade, and remained with them until after the great fire of 1871. In 1872, he began to put up houses for himself, and, in the following January, opened a real-estate office. During the summer, he entered into a co-partnership with H. C. Morey, which continued until 1875, when it was dissolved by mutual consent. In 1881, S. Wilder was admitted to the firm, having previously been connected with the house for several years, and having spent his business life in real-estate connections. In May, 1864, after being with Webster & Baxter a year, Mr. Magill enlisted in Co. "D," 134th Illinois Volunteer Infantry for a short term of service, and, after seeing some pretty active times in Kentucky, Tennessee and Missouri—chasing Price in the latter State, or being chased by him—this regiment was mustered out and honorably discharged, in November, 1864. On April 29, 1873, soon after starting in the real-estate business, he was united in marriage to Miss Helen S. Stearns, a Chicago lady, but a native of Albany, N. Y., by whom he has had three children—George G., born February 18, 1874; Charles S., born April 10, 1875; and Helen S., born August 10, 1876.

JOSEPH SMITH REYNOLDS son of Isaac N. and Rue Ann (Holderman) Reynolds, was born in New Lenox, Will Co., Ill., December 3, 1839. Both his parents were natives of Ohio. Until he was seventeen years of age he attended the district school, coming to Chicago in September, 1856. Here he was educated at the public schools, graduating from the High School in July, 1861. In August of that year, in company with Fred W. Matteson and Oliver H. Payne, he recruited for the Yates' Sharpshooters, known in war annals as the 64th Regiment Illinois Volunteer Infantry. For three years and six months he served with the Army of the

Tennessee, receiving, during that period, five promotions from the governor of his State and two from the War Department. He was with Sherman from Chattanooga to Atlanta, and to the sea; thence through the Carolinas to Washington, where he was present at the grand review. He was in command of the 64th Regiment from Atlanta through Georgia, having been promoted to a captaincy for gallantry at Corinth, Miss., where he was severely wounded. He was mustered out of the service in July, 1865, his rank of brigadier-general having been granted him for services in the field at the battle of Bentonville. After leaving the service, he commenced the study of law in the office of Scates, Bates & Towselee, graduating from the law department of the Chicago University in July, 1866. He at once formed a partnership with S. D. Phelps, and the new firm commenced practice as Reynolds & Phelps. John C. Richberg became associated with him in 1869, but since 1874, he has been alone. Of late he has become interested in real-estate matters, being associated in a legal and business capacity with S. E. Gross. General Reynolds was elected a member of the Illinois Legislature in 1867, and re-elected in the fall of 1869. He was appointed a member of the Board of Education in May, 1870, and was sent to the Legislature again in the fall of 1872, as a Senator from the First Senatorial District. As the commissioner to the Vienna Exposition for the State of Illinois, he sailed for Europe in May, 1873, returning to this country in December. In July, 1875, he was appointed by the governor one of the board of commissioners to locate the State Institute for the Education of Feeble-Minded Children. General Reynolds became a member of the G. A. R. in 1867, and, at its grand encampment, held in Chicago, in May, 1875, was elected senior vice commander-in-chief of that order for the United States. In 1876, he was re-elected, and is at present, by virtue of his former positions, a life member of the National and Department Encampments, besides being connected with the Thomas Post, No. 7, of Chicago. Since 1872, he has been a member of the Knights of Pythias, being elected grand chancellor in 1876. General Reynolds was married January 31, 1877, to Mattie A. Carey, daughter of George W. Carey, of Chicago. They have one son, Joseph Sheridan, born January 23, 1878.

BENJAMIN LOVERING PEASE, eldest son of Noah and Betsey M. Pease, was born at Meredith, N. H., on November 4, 1834. After receiving such education as the common schools afforded, he completed his preparation for college at the New Hampton Institution, and then attended Dartmouth College, from which institution he graduated in the class of 1859. Immediately after his graduation, he was chosen principal of the Gifford Academy, N. H., and subsequently occupied the same position in the Academy of Wolfborough, N. H. During this period he commenced the study of the law, which he continued in the office of Daniel M. Christie, of Dover, N. H., and afterward with Eastman & Cross, at Manchester, N. H., being admitted to the Bar at the latter city, in February, 1864, directly after which he came to Chicago, and was admitted to the Illinois Bar in November, 1864, since which time he has resided in this city. In 1866, he commenced, as a specialty, the examination and the perfecting of titles to real estate, also of making loans on realty. His proficiency as a conveyancer, and his thorough knowledge of real estate law, gave him superior advantages for the safe and profitable investment of capital in Chicago, which were speedily recognized by the public. In this business, involving, as it does, shrewdness, legal acumen and integrity, he has been successful in an eminent degree. After a trial of eighteen years, through all the mutations of fire, panic and financial disaster and depression, his record stands unblemished, and his character as a fiduciary agent irrefragable, thus maintaining the high commercial and personal standard Mr. Pease has occupied since his advent into business circles. Amidst his numerous clients for whom he loans money are several savings institutions, and among those for whom he acts as financial agent, in the making of loans and in the purchase and sale of real estate, are numerous Eastern and Western capitalists who have thus sought, and found, a reliable and trustworthy means of profitably investing their surplus capital.

JOSEPH DONNERSBERGER was born in Cincinnati, Ohio, in 1843, was educated and first went into business there. From 1864 to 1868, he was clerk in the office of Samuel A. Sargent & Co., real-estate dealers. In the latter year the firm went out of business, and Mr. Sargent went West. Mr. Donnersberger then conducted the business two years, on his own account, becoming interested in lands on the Illinois Central Railroad. In the meantime he had formed the acquaintance of Adam Smith, and was by him persuaded to come to Chicago. Accordingly he moved to this city in 1870, and immediately established himself in the real-estate business in connection with Mr. Smith, who soon afterward began to build up Brighton Park, forming the Brighton Cotton Mill Company in 1871. The investors in this enterprise were Adam Smith, who contributed originally sixty acres of land valued at one thousand dollars an acre, and paid in \$25,000 toward the building; Ray & Coates,

\$10,000; John McCaffery, \$10,000; and Joseph Donnersberger, \$5,000. A portion of the land was divided into lots, and sold by Mr. Donnersberger to those desiring to establish homes. In this way Mr. Smith was reimbursed for his investment of the land, and the residue of the land then became the property of the company. During the years 1874-75, Mr. Donnersberger and John McCaffery were partners in the real-estate business under the firm name of Donnersberger & Co. Since that time Mr. Donnersberger has been alone, and has sold land for the largest owners thereof in Brighton Park,—Nathan Corwith, Byron L. Smith, Charles Fargo and Thomas Rutter,—besides dealing extensively in lots lying generally in the South and West divisions of the city. Previous to the great fire Mr. Donnersberger's office was at No. 85 Dearborn Street. Immediately afterward it was at No. 55 South Jefferson Street, and as soon as the re-building of the city was sufficiently far advanced, it was removed to the First National Bank Building, then at the corner of State and Washington streets. In 1875 it was removed to its present location. Since 1873, Mr. Donnersberger has been honored by his fellow-citizens with political preferment. In that year he was elected collector for the town of Cicero, and in 1874 he was chosen assessor of the town. In 1876, he was elected a member of the Board of Trustees of Cicero for four years, and re-elected in 1880. During both his terms of membership he served as president of the board. In the fall of 1881, he was elected commissioner of Cook County from the Fourth Commissioner's District, and on December 3, 1883, was elected president of the Board of County Commissioners, which office he still holds.

THE ABSTRACT BUSINESS.

In intimate relation with the real-estate transactions of Chicago stands the abstract business, which has grown from an institution that was occasionally patronized, into an adjunct of the Recorder's office, and is a business whose existence is acknowledged to be indispensable. The existence of the firms of Chase Brothers, Shortall & Hoard and Jones & Sellers, and the preservation to each firm of some of their records, enabled them, by consolidating their interests and putting their books together, to form a complete chain of title to the lands of Chicago and Cook County, which were recognized as authority on titles by Eastern capitalists, and on which they relied for loaning the millions of money needed to re-build Chicago.

The business was inaugurated about the year 1849, by Edward A. Rucker, of Chicago, who conceived the idea of keeping the land records of Chicago and Cook County by a method of single-entry bookkeeping, rendered easy and practicable under the Government system of division of land, then comparatively recently adopted. By the new system, land was surveyed and mapped into sections, towns and ranges in the States and Territories west of the Ohio, thus avoiding the metes and bounds of the old method of describing land, a description by a single set of figures being substituted.

This first attempt of Mr. Rucker was made in company with James H. Rees, of Chicago, and the firm of Rees & Rucker was established. In the course of time a single set of indexes, less elaborate than those of a subsequent period, was completed, and the profession of making examinations of titles by their aid was fairly inaugurated in Chicago, for the first time in the country—indeed, in the world.

The office of this firm was in the basement of the old Court House, and one of their employés was Henry W. Zimmerman, who had charge of the abstract business. He was elected city clerk in the spring of 1851, and S. B. Chase took his position in the employ of Mr. Rees, taking entire management of the abstract department, and also making some important improvements in the industries and in the general manner of keeping the books.

SHORTALL & HOARD.—In the year 1852, J. Mason

Parker, formerly of Boston, commenced the preparation of a new set of indexes to Chicago and Cook County real estate, upon the basis of the Rucker principle. Mr. Parker gathered about him gentlemen of skill in the work, and with a large force continued the same, first at his office, then at No. 86 Lake Street; afterward in the Metropolitan Block, until the completion of the books in the year 1856. Mr. Shortall, later of the firm of Shortall & Hoad, joined Mr. Parker in 1854.

Soon after the completion of the indexes, Mr. Parker sold the same to Thomas B. Bryan, of Chicago, who disposed of a half interest therein to John Borden, and subsequently re-purchased the same. During Mr. Bryan's ownership, the indexes were leased to William Wilmer Page, John G. Shortall and Henry H. Handy. This was in 1856, and these gentlemen, under the firm name of Page, Shortall & Co., began the business of making abstracts of title under these indexes. The interest of Mr. Page and Mr. Handy was subsequently assigned to Mr. Shortall, who, thereafter, until 1858, conducted the business under his own name. In the year 1858, Mr. Bryan sold the indexes to Henry Greenebaum, who associated with him Mr. Raphael Guthmann, and continued the business under the firm name of Greenebaum & Guthmann, Mr. Shortall continuing in charge of the office.

In March, 1861, at the breaking out of the War, Mr. Shortall purchased the indexes from Mr. Greenebaum, and the firm of Greenebaum & Guthmann ceased. The business was then conducted by Mr. Shortall, under the firm name of John G. Shortall & Co., comprised, first, of Mr. Shortall and John N. Staples, and afterward, on the ceasing of Mr. Staples's interest, of Mr. Shortall and Henry Fuller.

In 1864, a half interest in the indexes and property was purchased by Louis D. Hoad, formerly clerk of the circuit court and recorder of Cook County, and the firm name was changed to that of Shortall & Hoad, Mr. Fuller's remaining interest being purchased by Mr. Shortall.

HENRY FULLER, above mentioned, was a most accomplished gentleman, and admirably adapted to the management of the business office of the concern, having taken charge of it for many years, both under the firm of Shortall & Hoad and of Handy, Simmons & Co., of which latter he was a member. He was a fine musician, and a supporter of all musical efforts in those days. He was for many years organist of Trinity Church in this city. He died in Chicago, in the year 1873.

The firm of Shortall & Hoad continued the business up to the 1st of September, 1871, about a month before the great fire, at which time they selected from their force Mr. Handy, above mentioned, Francis Pasdeloup, Mr. Fuller and Frederic H. Wait, four thoroughly competent gentlemen, educated in the profession under

abstract books should, at such a critical period, be resumed by Shortall & Hoad, with whom the public were familiar, and that they should continue the business, at least until it should be proven, as it soon was, that the private records, saved by the different firms and afterward joined under one common ownership, were a sufficient basis to establish and protect the titles of the county.

JOHN G. SHORTALL, eldest son of John Shortall, of Thurler, and Charlotte Towson, of Kilmore, County of Dublin, was born in the City of Dublin, September 20, 1838. When about six years of age, his family removed to America, to join an elder branch of the family, long before settled in New York. After the death of his parents, the young lad was employed by the late Horace Greeley; and about three of the most impressionable years of his life were passed in the editorial rooms of the New York Tribune, in daily contact with men who moulded public opinion in those days—Horace Greeley, Dana, Bayard Taylor, Ripley, Snow, Cleveland and others. In 1854, by the advice of Mr. Greeley (between whom and his young employe the most cordial and friendly relations existed, and continued to the end of his great, useful life), young Shortall, like thousands of ambitious, energetic lads, followed the star that guided so many westward, and, after a brief residence in Galena, during which he was engaged upon the survey, construction and completion of that section of the Illinois Central Railroad between Scales's Mound and Galena, returned to, and settled in Chicago. After a few months of employment upon the Chicago Tribune, the late J. Mason Parker, then engaged in the preparation of his real-estate abstracts, offered Mr. Shortall a very favorable position upon that work, which he accepted, and immediately entered upon the study of his profession with Mr. Parker. Upon the completion of these records, in 1856, Mr. Shortall, under a lease of the books, commenced the business of making abstracts, or examinations of title to real estate, which was then beginning to assume great importance, and was among the first of our conveyancers to reduce the details of that business to the perfect system it now is, whereby security in the transferring of real estate could be guaranteed. In 1871, the great fire swept over Chicago, and the almost invaluable work of twenty years, the real estate records alluded to (then of Shortall & Hoad), upon which their examinations of title were based—the abstract books—were imperiled with the property they had so long protected from other assaults. Mr. Shortall was alert to the danger from the beginning, and, with the assistance of gentlemen connected with his office, and other friends, succeeded in rescuing these records, and removing them to a place of safety. (The story of that rescue is graphically told in a volume, entitled *History of the Great Fire*, published in 1872.) In August, 1872, Mr. Shortall retired from the abstract business, and has since devoted his time and energies chiefly to matters affecting the best interests of the city, believing that a man's duty to his fellow-citizens does not end with his retirement from active mercantile pursuits. His public gratuitous services have been numerous and continuous for twenty-five years. The Philharmonic Society of Chicago called him to its directory in the old days of trial and struggle of musical effort; he served many years as president of the Beethoven Society; and he has been a constant and interested patron of the fine arts. He is a writer of intelligence and force, and his taste and ability have found frequent expression in the literary columns of our newspapers and periodicals. In politics, conscientious and thoroughly independent, the Municipal Reform Club, that did such valuable service in its day, and the Citizens' Association, attest in their records the value of his services, his judgment and his energy. Free from all political aspirations, his acts are not the cause of suspicion, and his bold denunciation of public wrong and wrong-doers, his fearless championing of right and justice and of what he believes to be for the public good, would dispel from the mind of the most skeptical any doubt as to his meaning. And in this readiness to defend a principle, this purer patriotism, one recognizes the hereditary traits that developed the soldier in his only brother, Pierce, who, in the beginning of our Civil War, shouldered his musket and marched to the front, lay in the Chickahominy swamp and in the trenches, with McClellan, before Richmond, was among the first over the breastworks at Atlanta under Davis, marched with Sherman to the sea, and finally, in the retreat before Hood's advance in North Carolina, in the last fight of the War, after nearly four years of active service, laid down his life in the performance of what he believed to be his duty. Mr. Shortall is entitled to the distinction of being a man of the world, in the best sense. Broad and liberal naturally, those traits have been developed and emphasized by much travel and observation, in this and other countries. He has made tours of Europe three times, and has "many friends in many lands." In his posi-



their own instruction, and committed the business and care of the indexes and property to their charge, under a lease, and commended them to the confidence of the public.

The new firm (Handy, Pasdeloup & Co.) had a brief existence, for the fire of 1871 terminated its career. It was then deemed expedient that the control of the

with Sherman to the sea, and finally, in the retreat before Hood's advance in North Carolina, in the last fight of the War, after nearly four years of active service, laid down his life in the performance of what he believed to be his duty. Mr. Shortall is entitled to the distinction of being a man of the world, in the best sense. Broad and liberal naturally, those traits have been developed and emphasized by much travel and observation, in this and other countries. He has made tours of Europe three times, and has "many friends in many lands." In his posi-

tion as president of the Illinois Humane Society, which he has held for ten years, and still holds. Mr. Shortall has earned the recognition and gratitude of the benevolent of our City and State. Fifteen years ago, when the Society was organized, it was a small and feeble, but earnest, group of enthusiasts, among which he stood and served; now it is probably one of the strongest and most virile forces of our social system, everywhere feared by the brutal and blessed by the suffering. Some four years ago, Mr. Shortall urged strongly the addition of the protection of children to that of animals, which was adopted, after a spirited debate, and now the Society stands in the foremost rank of the benevolent and unselfish organizations of the country. Mr. Shortall was last year (1884) elected president of the American Humane Association, organized, in 1877, at Cleveland, Ohio, upon a call made by him, as president of the Illinois Society, for a union of the humane forces of the country. He is also an honorary member of the Pennsylvania Society for the Prevention of Cruelty to Animals. Mr. Shortall was married, on September 5, 1861, to Mary Dunham, eldest daughter of John N. Staples, of Chicago, who died in August, 1880, after nineteen years of unselfish devotion to her husband, her home, her child and her neighbors, beloved by all who knew her. She left one surviving son, John Louis, born in 1865, now finishing his education in the Massachusetts Institute of Technology at Boston. Mr. Shortall was called upon by the Board of Education, in 1880, to act as one of the board of appraisers of the real property belonging to the school fund of Chicago, and was afterward selected by Mayor Harrison to represent the city in the adjustment of the leases of that estate. He was also selected, in 1885, by the Board of Education, to perform the same duty, a high compliment to his knowledge, his impartiality and his integrity. In religion, Mr. Shortall is an Episcopalian, and much attached to his sectarian inheritance. He has been a member of Trinity and Grace churches, in which latter, he is a pew-owner. Admiring Professor Swing, the advanced liberal and eloquent pulpit orator, he was one of the original guarantors and supporters of the movement that resulted in the establishment of the Central Church, and upon the services of which he is a constant attendant. In conclusion, it may be justly said that in religion, in politics, in civil and social life, Mr. Shortall is one of the best representative men in the city he has made his home; and in comprehensive intellect, business ability, keen judgment, and in the best social qualities, he is the peer of any citizen of the great City of Chicago.

LOUIS DE VILLERS HOARD was born in Antwerp, Jefferson Co., N. Y., on April 10, 1824, the son of Silvius and Nancy Mary (de Villers) Hoar. He received his early education at Ogdensburg, St. Lawrence Co., N. Y., and at Brandon, Vt., and in the spring of 1836, came to Chicago with the family of the late Honorable Samuel Hoard, arriving here on May 20. He then went to the farm of Samuel Hoard at Wheeling, on the Desplaines River, and lived there for some years. In October, 1843, Mr. Hoard was appointed deputy clerk of the Circuit Court of Cook County; and, in 1845, was appointed deputy clerk of the Cook County Court of Common Pleas, when that court was created. Upon the adoption of the amended Constitution, in 1848, he was elected, in August of that year, by the voters of Cook County, clerk of the Circuit Court of Cook County for four years, from the first Monday in December following; and was re-elected in November, 1852, and served until the first Monday in December, 1856, having declined the nomination for a third term, on account of the ill-health of his family. To obviate the deleterious effects of this climate, Mr. Hoard then removed east with his family, and resided in the city of Ogdensburg, N. Y., until October, 1864, when he returned to Chicago, and purchased a one-half interest in the abstract books then belonging to John G. Shortall and Henry Fuller. Mr. Hoard entered this business as a member of the firm of Shortall & Hoard (see History of the Abstract Business), and continued therein until after the great fire of 1871. In September, 1875, he again left Chicago, and resided in New Haven, Conn., where he remained until the graduation of his youngest son from the Sheffield Scientific Department of Yale College in June, 1879, when Mr. Hoard again removed to Ogdensburg, N. Y., where he has since remained. He was married on March 4, 1849, to Miss Margarette Annette Clarkson, of Chicago. They have two children—Francis de Villers Hoard, M.D., who is a practicing physician in Ogdensburg, and Charles de Villers Hoard, who is now with the abstract firm of Handy & Co., of this city.

JONES & SELLERS.—In 1854, Fernando Jones returned to Chicago from Rock Island, Ill., and in company with John D. Brown, of the latter city, opened a real-estate office. In that year, Mr. Jones began and completed a set of abstract books. Mr. Brown withdrew a short time thereafter, and Robert W. Smith became a partner, the name and style of the firm being

Fernando Jones & Co. In 1862, Alfred H. Sellers was a clerk for the firm, and in the same year Mr. Smith retired therefrom. In 1865, the company of Fernando Jones & Co. represented a mythical personage, but in 1866 it represented Alfred H. Sellers. In 1867, the firm name was changed to Jones & Sellers, and so remained till the fire of 1871. After the advent of Mr. Sellers into the firm, new energy was observable in the preparation for, and transaction of, business; and it is simple justice to concede that to the energy, perseverance and good judgment of Alfred H. Sellers the success of the firm of Jones & Sellers in a large measure was due.

FERNANDO JONES was born at Forestville, Chautauqua Co., N. Y., on May 26, 1820. His parents were William and Anna (Gregory) Jones, who removed to the city of Buffalo, in 1824. Then the son attended the public schools, one of the teachers being Millard Fillmore, afterward President, and was also a student at Fredonia Academy. In 1832, his father's attention was attracted to Chicago, and he came West; three years later the family removed to Chicago, Fernando arriving in the city on his fifteenth birthday. He then assisted his father in his stove and hardware business, located on South Water Street. During the years of 1835-36, when the Indian payments were being made, Mr. Jones had learned enough of the language of the Pottawatomie and Chippewa tribes to be able to converse intelligently, and he aided the traders in their sales of goods and acted as clerk for the disbursing agent. In the latter part of 1836, he was a clerk in the United States Land office, under James M. Strode, the register. In 1837, he went to Canandaigua (N. Y.) Academy, where he passed two years, completing a thorough academical course. On arriving there he was assigned to the room vacated the term before by Stephen A. Douglas, who was then reading law in Canandaigua, and with whom our subject formed an acquaintance and friendship that lasted till the noted statesman's death. Upon the conclusion of his studies, Mr. Jones returned to Chicago, and then became connected with the real-estate business of his father, attending to the matters of record, titles, conveyances, etc., with which business he has since always been more or less identified. Mr. Jones was of a family of ten brothers and sisters, all of whom are dead, mostly of consumption, except K. K. Jones, who now resides in Quincy. Shortly after his return home from New York, his health began to fail, and he went South, where he spent some years, returning sound in health. He then went to Jackson, Mich., where he resided two years, during which time he was engaged in the newspaper business. He edited temperance, educational and farmers' magazines, published monthly, the printing of which was done by Storey & Cheney, the former member of that firm being Wilbur F. Storey, late of the Chicago Times, and a life-long friend of Mr. Jones. After leaving Jackson he came to Chicago, remaining but a short time, and then went to Rock Island, Ill., where he resided for some time, managing his large real-estate interests. About 1853, Mr. Jones disposed of his property in Rock Island, and returned to Chicago, to make this city his home. While in Rock Island he became acquainted with John D. Brown, and persuaded that gentleman to come to Chicago and engage in the preparation of a set of abstract books. In 1854, Mr. Jones, assisted by Mr. Brown, began and completed a set of abstract books, following the original Chicago system adopted by Mr. Rucker, which, with the improvements made by Mr. Jones and his successors, became the abstract system used in Chicago to-day. Within a brief time, Mr. Brown withdrew from the business, and Robert W. Smith became the company of Fernando Jones & Co. In 1862, Alfred H. Sellers, a relative of Mr. Brown, was a clerk for this firm, and Robert W. Smith having withdrawn from the firm in that year, Mr. Jones admitted Mr. Sellers to an interest of the profits of the business, in return for his valued services as a competent, trustworthy clerk. In 1866, Mr. Sellers purchased an interest in the business itself, and the following year the firm name appeared as Jones & Sellers. This firm so continued until after the fire, when the consolidation of the abstract firms of the city occurred, and a lease of the business was made to Handy, Simmons & Co. After this disposition of his business, Mr. Jones practically retired from active work, although his long acquaintance with, and knowledge of, records and titles of Cook County real estate, makes his evidence much sought for in the courts, and he is constantly called upon to assist in straightening out suits under the Burnt-record act and in other real-estate litigation. Mr. Jones has been identified with many large real-estate interests and public enterprises, and during his long residence in this city has made an enviable reputation for public spirit and commercial integrity. Mr. Jones was elected Alderman from the Third Ward, in 1859, and served through the administrations of Mayors John C. Haines and



L. D. Hoard.

John Wentworth. He was supervisor of South Town during the War period; and when Camp Douglas was ordered established, it was under his civil authority, and his advice and direction in the arrangement of the same, were sought and heeded by the military officers. Mr. Jones has also served as trustee of the Jacksonville Hospital for the Insane, Chicago Orphan Asylum, and for a long time has been, and still is, a trustee of the Chicago University. Of late years he has resided in Europe with his family, mainly for the purpose of educating his two children. They resided one year each in Venice, Rome and Mentone, and three years at Florence, Italy, and the last two years in Paris. During his residence abroad he traveled extensively over the European continent, and wrote a series of entertaining descriptive letters to the Chicago Times. Mr. Jones was married, July 7, 1853, to Jane Grahame, of Henry County, Ill. She is well known as an energetic advocate of Female Suffrage, and of enlarging the scope of women's employment, professionally and otherwise, and providing facilities for her superior education, being long connected with the management of the Chicago Woman's Medical College and other kindred enterprises. The course of instruction in the Chicago University was successfully opened to women mainly by her efforts, seconded by other ladies, in co-operation with her husband and other liberal and public-spirited members of the board of trustees and faculty of the University. They have two children—Genevieve, the wife of George R. Grant, a lawyer of this city, and William Grahame Jones, seventeen years of age, who is still pursuing his studies.

ALFRED H. SELLERS was born in 1838, the son of Charles Sellers. In 1841, he came West with his parents to Cincinnati, and, ten years later, also moved with his family to near Nashville, Tenn. He was afterward in Georgia for three years, and at Marietta, Ohio, for a similar period. In 1855, he came to Illinois, his father locating near Shawneetown, where he was engaged in the iron and coal interests. In 1856, young Sellers came to Chicago, and became employed in the abstract business, and in 1858, began and completed a set of abstract books of the land in McHenry County, engaging in the business at Woodstock. He shortly afterward became connected in the abstract business with Fernando Jones, with whom he was employed as a clerk till 1866, when he became partner of the firm of Jones & Sellers. On the first call for troops, at the outbreak of the War, Mr. Sellers entered the 36th Illinois Infantry Volunteers, and was made first lieutenant of Co. "H," resigning that position in October, 1862. He afterward took an active part in drilling the 95th Illinois Infantry Volunteers.

CHASE BROS. & CO.—In 1852, S. B. Chase and James H. Rees entered into partnership, each owning a one-half interest in the business, for the purpose of continuing the examination of titles, which had been inaugurated by Mr. Rees. In 1853, Mr. Rees and Samuel H. Kerfoot formed a partnership as real-estate brokers, the former continuing his individual interest in the abstract business. The office of James H. Rees & Co., where they made their examinations of title, was in the Kingsbury, now Ashland, Block. In 1860, John King bought Mr. Rees's interest, shortly afterward selling it to S. B. and Horace G. Chase, who became sole owners of the books, which remained in their possession until after the great fire of 1871—the locations of their office being on Randolph Street, opposite the Court House; then on the west side of LaSalle Street, just north of the alley between Randolph and Lake streets; and, at the time of the fire of 1871, in the Metropolitan Block, just south of the same alley. Mr. Chase remarks:

"That at the time of the fire there were in the employ of the three abstract firms, about one hundred men; and that it is a simple

matter of justice, in any commentary upon the abstract business, that James H. Rees should be prominently mentioned as one of the originators of the abstract system in the West, and as the man who, more than any other individual, communicated to the methods of the abstract offices his own characteristics of accuracy, system and high integrity."

SAMUEL BLANCHARD CHASE was born at Hopkinton, N. H., October 1, 1823. He entered Dartmouth College at the age of fourteen and graduated in 1844. After leaving college, he studied law with Lewis Smith, at Fisherville, N. H., and, on being admitted to the Bar, became his partner. After a couple of years spent in vainly trying to build up a profitable practice among the law-abiding citizens of his native State, he gave up the effort and came to Chicago in 1850. He intended to enter upon the practice of his profession here, but finding a good opening with James H. Rees in the abstract business, he formed a partnership with him in 1852, in which occupation he continued for about twenty-one years. This partnership continued until 1860, when Mr. Rees sold out his interest to John B. King, who shortly afterward disposed of his interest to Mr. Chase and his brother, Horace G. Chase. With the growth of the city the business largely increased and became profitable, when the great fire of October, 1871, destroyed nearly the whole of the records of the county then in existence. In the meantime, two other sets of abstract books had been made, and after the fire it was found necessary to combine the fragments of all three sets into one. So the three firms became associated, and, after one year, leased their books to Handy, Simmons & Co., and Mr. Chase closed his active connection with the business. Mr. Chase is now over sixty-one years old, yet full of activity and energy, and thoroughly able to compete with much younger men in the struggle for life, if necessity required or he was so disposed. He has never taken any very active interest in political matters, and has neither sought nor accepted office, nor served the State in any official capacity, except as a member, for four years, of the State Board of Equalization, for which position his familiarity with titles and real-estate values seemed particularly to fit him. Mr. Chase was married, on June 1, 1853, to Miss Emma E. Thompson, of Amherst, Mass., by whom he has six children,—Mary E., Emma S. L., Horace B., Ruth G., Charles A., and Samuel T. It is a tradition in his family that all the New England Chases are of English origin, and descended from three brothers who came to this country among the Pilgrims.

CHARLES CARROLL CHASE is one of the oldest officials connected with the Board of Education of the City of Chicago, having been school agent for the past twenty years, and having, as chief clerk of the city comptroller, done the clerical work appertaining to the school fund for the three years previous. Mr. Chase was born in Hopkinton, Merrimack Co., N. H., September 18, 1829. He was educated in the district school and academy of that place, and came to Chicago in 1851, arriving here on May 12. The following day he commenced work as assistant to the city clerk, continuing in that office until September, 1852, when he resigned the position to accept an appointment of principal bookkeeper in the Exchange Bank of H. A. Tucker & Co. There he remained until August of the next year, relinquishing the position by reason of ill-health, and, in April, 1854, commenced a long term of service as secretary and treasurer of the Chicago Hide & Leather Company, of which W. S. Gurnee was president and principal owner. He resigned this position to accept that of chief clerk in the city comptroller's office July 1, 1862, where he remained until February 1, 1870. In February, 1865, an act of the Legislature was approved, providing for the appointment of the school agent, biennially, by the Board of Education, and on the sixteenth day of May following Mr. Chase was elected to the position, and has been honored with a re-election ever since. In 1870, he became one of the firm of Chase Bros., engaged in the abstract business and continued with said firm until its dissolution in 1872. From 1875 to 1881, he was a member of the firm of Chase & Adams in the business of real estate and loans, and since 1881 has continued that business alone. Mr. Chase is a member of the Masonic fraternity in good standing, being connected with Oriental Lodge No. 33, A.F. & A.M.

MUSIC AND DRAMA.

MUSIC.

OPERA IN CHICAGO.—*The first season of opera in this city was brief.* It lasted but one hour. The opera of "La Son-nambula" had just begun, when Rice's Theater, where the per-formance was being given, burned to the ground.*

The second season† was opened at Rice's New Theater on the 27th of October, 1853, and lasted one week. This season was the first in Italian. The company included Madame De Vries, Madame Sidenbourg, and Signors Pozzolini, Taffenelli, Barrattini, Calletti, and Candi; Signor L'Arditi, director. "Lucia di Lammermoor" was the opening opera.

Third Season.—At McVicker's Theater, September 27, 1858; one week. English. Soprano, Rosalie Durand; alto, Miss King; tenor, Miss Georgia Hodson, who sustained all the tenor roles; bass, Frederick Lyster.

Fourth Season.—At McVicker's Theater, February 22, 1859; sixteen nights. Italian. Sopranos, Cora Wilhorst, Parodi, and Colson; alto, Amalia Patti; tenors, Brignoli and Squires; baritone, Amodio; bass, Junca.

Fifth Season.—At North's Theater, April 11, 1859; two weeks. English. Soprano, Anna Miller; alto, Miss Payne; tenor, Brookhouse Bowler; bass, Aynesley Cook.

Sixth Season.—At Metropolitan Hall, July 16, 1859. Same troupe as above.

Seventh Season.—At Metropolitan Hall, December 5, 1859; one week. Italian. Sopranos, Parodi and Hattie Brown; alto, Caroline Alaimo; tenor, Sbeiglia; bass, Barili. At McVicker's Theater, December 5, 1859; two weeks. English. Soprano, Lucy Escott; alto, Annie Kemp; tenor, Miranda; bass, Swan.

Eighth Season.—At McVicker's Theater, June 15, 1863; three weeks. Italian. Sopranos, Lorini and Cordier; alto, Morensi; tenors, Brignoli and Macaferri; baritone, Amodio (the younger); bass, Susini. (NOTE.—The Holman Opera Troupe gave four performances of "The Bohemian Girl" at Wood's Museum, beginning November 26, 1863. Names of singers not mentioned in any newspaper.)

Ninth Season.—At McVicker's Theater, February 1, 1864; two weeks. Italian, under the direction of Maurice Grau. Sopranos, Vera Lorini and Castri; alto, Morensi; tenors, Steffani and Tamaro; baritone, Morelli; bass, Coletti.

Tenth Season.—At McVicker's Theater, May 9, 1864; two weeks (twelve nights). Italian. Sopranos, Cordier, Castri, and Locini; alto, Morensi; tenors, Steffani and Tamaro; baritones, Amodio (the younger) and Moretti; bassos, Formes and Coletti.

Eleventh Season.—At McVicker's Theater, July 6, 1864; two nights. Italian. Prima donna, Adelaide Phillips; tenor, Brignoli; baritone, Mancusi; bass, Susini.

Twelfth Season.—At McVicker's, January 2, 1865, the Leonard Grover German Opera Company began a brilliant season, which lasted three weeks. The vocalists were Bertha Johannsen, Marie Frederici, Sophie Dziuba, Theodore Habelmann, Isadore Lehman, Karl Formes, and Edouard Haimer.

Thirteenth Season.—At Crosby's Opera House, April 20, 1865; four weeks. Italian. Sopranos, Zucchi and Kellogg; altos, Morensi and Ortolani; tenors, Massimiliani and Lotto; baritone, Bellini; bass, Susini.

Fourteenth Season.—At Crosby's Opera House, June 5, 1865; two weeks. Italian. By the same troupe as above, with addition of Mazzolini to the tenors.

Fifteenth Season.—At the Academy of Music, September 25, 1865; three weeks. English. Soprano, Rosa Cooke; alto, Zeld Harrison; tenor, Castle; baritones, Campbell and Seguin; bass, White.

Sixteenth Season.—At Crosby's Opera House, November 8, 1865; three weeks. Italian. Sopranos, Gazzaniga, Guidi, Boschetti and Murio Celli; altos, Oigini and Cash Pollini; tenors, Musiani, Anastasi and Lotti; baritones, Brandini and Orlandinu; bassos, Milleri, Pollini and Coletti.

Seventeenth Season.—At Crosby's Opera House, December 18, 1865; two weeks. German. Sopranos, Rotter and Johannsen; altos, Dziuba and DeGebele; tenors, Habelmann and Tamaro; bassos, Hermanns and Wendlich.

* See page 499, Vol. 1.
† The compiler is indebted to George P. Upton for important data used in this chapter.

Eighteenth Season.—At Crosby's Opera House, January 16, 1866; one week. Italian. Troupe same as that of the sixteenth season.

Nineteenth Season.—At Crosby's Opera House, May 3, 1866; one week. Italian. Sopranos, Ghioni and Canissa; alto, Amalia Patti Strakosch; tenors, Massimiliani and Errani; baritone, Marra; bass, Susini.

Twentieth Season.—At Crosby's Opera House, December 24, 1866; three weeks. Italian. Troupe same as above, with addition of Irife to tenors. Italian opera was sung by the Max Maretzek company, Clara Louise Kellogg, Minnie Hauck, Mme. Poch, Mazzolini, and others, May 7, 1867, one week.

Twenty-first Season.—At Crosby's Opera House, May 20, 1867; one week. Italian. Soprano, Parepa-Rosa and Canissa; alto, Amalia Patti Strakosch; tenors, Brignoli and Massimiliani; baritone, Ferranti; bass, Susini.

Twenty-second Season.—At Crosby's Opera House, October 28, 1868; two weeks. Italian. Sopranos, Lagrange and McCulloch; alto, Adelaide Phillips; tenors, Brignoli and Massimiliani; baritone, Marta; bass, Coletti.

Twenty-third Season.—At Crosby's Opera House, February 3, 1868; one week. Italian and German. Sopranos, Kapp Young, Gazzaniga and Minnie Hauck; alto, Natalie Testa; tenors, Pancani, Baragli, Testa and Habelmann; baritone, Bellini; bassos, Antonucci and Hermanns.

Twenty-fourth Season.—At Crosby's Opera House, March 9, 1868; two weeks. English. Soprano, Caroline Richings; alto, Zeld Seguin; tenor, William Castle; baritone, S. C. Campbell; bass, Peakes.

Twenty-fifth Season.—At Crosby's Opera House, April 13, 1868; three weeks. French, Opera bouffe. Soprano, Lambele; tenors, Decre and Goujon; bass, Chamounin. Mlle. Morlacchi, leader of the ballet which introduced the can-can.

Twenty-sixth Season.—At Crosby's Opera House, September 14, 1868; two weeks. French. Sopranos, Tostee and Lambele; tenors, Decre and Leduc; bassos, Lagriffoul and Duchesne.

Twenty-seventh Season.—At Crosby's Opera House, September 28, 1868; three weeks. Italian and German. Sopranos, Agatha States, Rotter, McCulloch and Durand; altos, Cellini and Appel; tenors, Brignoli, Habelmann and Macaferri; baritones, Orlandini and Wilhelm Formes; bassos, Hermanns and Antonucci.

Twenty-eighth Season.—At Crosby's Opera House, November 9, 1868; three weeks. English. With the troupe of the twenty-fourth season.

Twenty-ninth Season.—At Crosby's Opera House, January 15, 1869; two nights. English. With the same troupe as before.

Thirtieth Season.—At Crosby's Opera House, January 25, 1869; one week. English, Opera bouffe. Soprano, Sallie Holman; alto, Julia Holman; tenor, Chatterton; bassos, Crane and Kenny.

Thirty-first Season.—At McVicker's Theater, February 8, 1869; three weeks. English, Opera bouffe. Sopranos, Sophie and Irene Worrell; alto, Jennie Worrell; tenor, Villa; bassos, Morton and Lingard.

Thirty-second Season.—At Crosby's Opera House, March 15, 1869; two weeks. English, Opera bouffe. Soprano, Susan Galton; alto, Blanche Galton; tenor, Whiffen; bass, Dunn.

Thirty-third Season.—At Crosby's Opera House, April 26, 1869; two weeks. French. Sopranos, Rose Bell and Desclauzas; alto, Guerretti; tenor, Carrier; bassos, Beckers and Burgoins.

Thirty-fourth Season.—At Crosby's Opera House, two nights, July 7 and 8, 1869. Italian. Soprano, Miss Durand; alto, Valetta; tenor, Brignoli; baritone, Petrelli; bass, Locatelli.

Thirty-fifth Season.—At Crosby's Opera House, October 25, 1869; four weeks. English. Sopranos, Parepa-Rosa and Rose Hersee; alto, Mrs. Seguin; tenors, Castle and Nordblom; baritones, Lawrence and Hall; bass, Campbell.

Thirty-sixth Season.—At McVicker's Theater, January 3, 1870; three weeks. English. Sopranos, Mrs. Bernard and Miss Emma Howson; alto, Anna Kemp Bowler; tenors, Brookhouse Bowler and Pierre Bernard; baritone, Henry Drayton; bass, H. C. Peakes.

Thirty-seventh Season.—At Crosby's Opera House, April 18, 1870; one week. English. Sopranos, Parepa-Rosa and Rose Hersee; alto, Mrs. Seguin; tenors, Castle and Nordblom; baritones, Lawrence and Hall; bass, Campbell. They gave Marriage

of Figaro, Oberon, Martha, Rose of Castile, Bohemian Girl (2) and *Il Trovatore*.

Thirty-eighth Season.—At Crosby's Opera House, October 3, 1870; two weeks. English. Soprano, Mrs. Richings-Bernard; alto, Mrs. Seguin; tenors, Lawrence and Castle; bass, Campbell. They gave *Il Trovatore*, *Maritana*, *Crown Diamonds*, *Fra Diavolo*, *The Huguenots* (2), *Bohemian Girl*, *Martha*, *Faust*, *La Traviata*, *Marriage of Figaro*, *Lurline*, *Postillion of Longjumeau* and *Rose of Castile*.

Thirty-ninth Season.—At Crosby's Opera House, February 6, 1871; two weeks. German. Sopranos, Louise Litchmay and Rosetti; supported by Carl and Wilhelm Formes, Habelmann, Steinecke, Lehman, Bertha Roemer, Laura Hoffner, and others. They gave *Don Giovanni*, *Faust*, *Fidelio*, *Stradella*, *Jewess* (2), *Merry Wives of Windsor*, *Huguenots*, *Trovatore*, *William Tell* (2) and *Tannhäuser*.

Fortieth Season.—At Crosby's Opera House, March 13, 1871; two weeks. English. The Richings-Bernard Company, as already given, in *Huguenots*, *Bohemian Girl* (2), *Der Freischütz*, *Martha* (2), *Oberon*, *Maritana*, *Il Trovatore*, *Fidelio*, *Marriage of Figaro*, acts of *Somnambula* and *Dinorah*, *Fra Diavolo* and *Bristoni's* opera of *Rip Van Winkle*.

MUSICAL SOCIETIES.—The musical growth of Chicago dates from about 1858. Before that time some seed had been sown, and something had been done to promote musical culture, but the efforts were spasmodic and not well sustained. In 1850, Julius Dyhrenfurth organized an orchestra, under the title of *The Philharmonic Society*, and gave a number of concerts, but he was not well supported by the public. In 1851, he gave another series of concerts, but the financial results were not encouraging. In 1852, a new philharmonic society was organized, and, on February 11, 1853, was duly incorporated by the Legislature of Illinois. This organization lasted until 1856, but the concerts it gave proved but indifferently successful. During the same period, the Germans had several societies: "*The Männer Gesang Verein*," organized in 1850; "*The German Musical Union*," organized in 1854, and others; but these did not seek the patronage of the general public.

About 1857, Henry Ahner, an accomplished musician, organized the first full orchestra, and, although he labored conscientiously, his toil was not rewarded. Julius Unger succeeded him in 1858, and gave concerts, assisted by Mrs. Emma Bostwick.

In 1858, *The Musical Union* for vocal and instrumental music was organized, with J. S. Platt, president; J. G. Lumbard, vice-president; C. M. Cady, conductor; A. L. Coe, librarian; and D. A. Kimbark, secretary and treasurer. During its career, down to 1866, it gave an annual series of concerts, which met with measurable success. It produced the "*Creation*," "*Messiah*," "*Elijah*," and other oratorios, in addition to miscellaneous choral concerts and operettas. After its demise as the *Musical Union*, Hans Balatka re-organized the principal members of it under the name of the *Oratorio Society*, and gave oratorio concerts in the winters of 1868, 1869 and 1870. After the great fire, it was re-organized again, in the West Division, when, on the eve of a concert, in the winter of 1871, a fire consumed the building in which it had quarters, and from this blow it never recovered. The *Mendelssohn Society*, under the conductorship of A. W. Dahn, also dated its organization from 1858, and gave annual concerts down to 1866.

In October, 1860, Hans Balatka revived and re-organized the *Philharmonic Society*. Its officers and members were among the most prominent society and musical circles of the city. E. I. Tinkham was president the first three years, and he was succeeded by John V. LeMoyné, who was president for four years. Thomas B. Bryan, Julius Dyhrenfurth, John G. Short-

all, Charles Larrabee, William H. Bradley, J. M. W. Jones, Otto Matz, and others, were all connected with it as officers and, did much to promote its success. As a society, it was entirely devoted to instrumental music, but at its concerts it gave vocal numbers by singers engaged for the occasion. In its first season, embracing the winter of 1860-61, it gave seven concerts, which were overwhelmingly successful. Madame Fabbri, one of the most accomplished Italian artists of that period, sang at two of the concerts. The sixth concert was given on the night of the 13th of April, 1861, the day after the bombardment of Fort Sumter. The city was under great excitement, caused by the news from the South and the imminence of civil war. Nevertheless, a great audience assembled at Bryan Hall, at the concert. Near the close, Mr. Balatka took the audience by surprise by playing the *Star Spangled Banner*, which was not on the programme. As the first well-known notes of the National anthem struck on the ears, they touched a chord in each heart which all other music in the world would have failed to reach. The vast audience rose simultaneously, and the cheers for the time drowned the music. Again the orchestra repeated it, and a flag was unfurled from the stage. The tremendous ovation that followed clearly showed how deep was the patriotic and National feeling. At the next concert, given on May 14, following, Mrs. Cassie Matteson sang, flag in hand, the same song, amidst the greatest enthusiasm and applause.

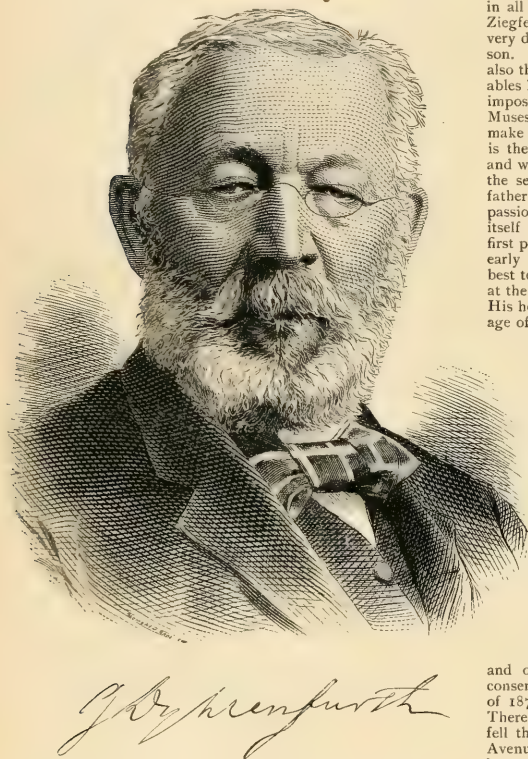
For seven seasons, until the winter of 1867-68, the Society gave concerts to overflowing audiences of the élite and fashion of Chicago. During that time it gave the first, second, fourth, fifth, sixth, seventh and eighth symphonies of Beethoven, the third of Mozart, the fifth and seventh of Gade, the B flat of Schumann, the *Triumphal* of Ulrich, and selections from all the great composers. All this excited an influence on the musical culture of the people, which could hardly be over-estimated. But fashions in music change. Crosby's Opera House was now built, and Italian opera was presented, from time to time, with a completeness never before known in Chicago. The desire to hear orchestral music died away, and the last concert of the "*Philharmonic*" was given in Metropolitan Hall, on the 3d of April, 1868, to but a meagre audience. The Society had lasted out its usefulness, and quietly gave up the ghost.

Such were the more prominent musical organizations from 1858 to 1868. It was not until some time after the great fire that home talent again received the encouragement it deserved, and new societies, under new names, were again organized.

COMPOSERS AND MUSICIANS.

JULIUS DYHRENFURTH.—Chicago owes a large portion of its musical culture to the influence and example of those, who, though not professional musicians, have possessed an extensive knowledge of music, with more than the ordinary amateur's enthusiasm for its cultivation. Among these, the name of Julius Dyhrenfurth will always have great prominence. Identified as he was with extensive financial and educational interests, he yet found the time to encourage musical talent and to promote the success of some of Chicago's earliest musical societies. He was born at Breslau, Prussia, on the 9th of April, 1814. After receiving a liberal education, he engaged in commercial pursuits, and became manager of his firm's trade with England, Spain and Algeria. In 1837, he made an extensive tour of the United States, and was so deeply impressed with the great commercial resources and prospects of the country, that he determined to make it his future home. In 1843, he married, in London, Miss Caroline Thomson, an accomplished English lady, and three years afterward removed to the United States, selecting Chicago as his future home. After a brief and unsatis-

factory experience as a farmer, he settled back into financial and commercial pursuits, entering the banking house of R. K. Swift, where he remained for several years. The system of keeping banking accounts at that time was very defective, needlessly laborious, and, at the best, extremely inaccurate. He devised an accurate system of bookkeeping, never since improved upon, and which remains in use by all the banks of the city to this day. The financial crash of 1857 carried with it the fortune of Mr. Dyhrenfurth, and left him, with thousands of others, financially stranded; but with



characteristic energy he cast about for a new opening in business, and, believing in his skill as an educator, resolved to open a commercial school. In 1858, he opened his school in Waukegan, but a year or two later removed it to Chicago, where he conducted it, with constantly increasing success for many years. He greatly enlarged his original plan, after a year or two's experience, and conducted a high school, a young ladies' seminary, and a commercial college; and his ability made them all of the highest character. Among other things, he perfected a new system of bookkeeping, which he published in 1869. It is a system so intelligible and admirable, that it has come into extensive use, not only in Chicago, but throughout the country. He suffered heavily by the great fire of 1871, which destroyed both his home and the buildings occupied by his school. During all the years he has resided in Chicago, he has given largely of his time and means to promote a general taste for music. One of his first efforts was to induce a number of musicians to leave the East, and settle in this city. With these he organized an orchestra, under his personal direction, giving concerts every winter for a number of years. These concerts were among the most fashionable entertainments of Chicago in early days. At the time of this writing (April, 1885), Mr. Dyhrenfurth and his estimable wife, though advanced in years, are still surviving. Twelve children have been born to them, seven of whom, all sons, are still living. They are all gentlemen of high business character and repute. Four of them are members of the legal profession, and the remaining three are engaged in commercial pursuits. Mr.

Dyhrenfurth has always been a man of deep religious convictions, and is an earnest follower of Swedenborg. Without ostentation, he has lived the life of a sincere and earnest man, and he will be long remembered by those who have felt his influence, and among whom the best years of his life have been passed.

DR. FLORENCE ZIEGFELD.—Among the foremost of those who have devoted their lives to musical art in Chicago, and have contributed to the development of the highest standard of culture and taste in music, stands Dr. Florence Ziegfeld, the founder of the largest musical conservatory in the United States, one that rivals, in all its departments, the best and largest of Europe. Doctor Ziegfeld has won this high position through the possession of two very dissimilar qualities of mind, not often united in the same person. A born artist, with natural genius for teaching music, he has also the ready aptitude of the thorough business man. This enables him to do what so many artists and excellent teachers find it impossible to do. He can descend from the high regions of the Muses, and give his ideas the practical expression necessary to make genius useful to the working-day world. Florence Ziegfeld is the youngest son of Florence and Louise (Kirchoff) Zeigfeld, and was born on the 10th of June, 1841, in the town of Jever, near the sea-coast, in the grand duchy of Oldenburg, Germany. His father, who was an official in the court of the Grand Duke, was passionately fond of music, and the same passion early developed itself in young Florence. When but six years of age, he took his first piano lesson, thus rivaling some of the greatest masters in the early development of his genius. Under the instruction of the best teachers of the day, he arrived at a wonderful proficiency, and at the age of ten years, played at both public and private concerts. His health becoming undermined through excessive study, at the age of fifteen he made his first voyage across the Atlantic, to visit a

brother in New York City. He remained in the United States two years, and in 1858, returned to Germany to finish his musical education, intending, as soon as that should be completed, to make America his future home. In Germany he attended, for several years, the conservatory at Leipsic, where he had for his teachers, Moschelles, Richter, Plaidy, Wenzel, David, Papert, and others. There he graduated in 1863, with honor, and November, 1863, found him settled in Chicago, where he at once entered upon a successful career as teacher of music. In 1865, he married Miss Rosalie Dehez, a native of France, but settled in this country from childhood, a niece of John B. Gerard, one of the most prominent of the early citizens of Chicago. Four children have blessed a very happy and congenial marriage. In 1867, under the name of the Chicago Academy of Music, he laid the foundation of the Musical College of Chicago. In 1868, he gave his first concert of pupils in Crosby's Opera House. In the fall of 1869, he gave another successful entertainment at Farwell Hall, at which he brought out Gade's great cantata of the Erl King's Daughter, with a large chorus

and orchestra. From year to year the rapid growth of the conservatory demanded larger and larger quarters, until in the fall of 1871 it occupied the entire building, No. 253 Wabash Avenue. There it was destroyed in the October fire; but before snow fell that year, he had his school again open at No. 800 Wabash Avenue. Shortly after this, in conjunction with George F. Root, he established his school as the Chicago Musical College. Mr. Root was the first president, and Dr. Ziegfeld was the musical director. When the managers of the great Boston Peace Jubilee were looking for attractions that should make their concerts successful, they eagerly sought his influence in their behalf. Accordingly he undertook a mission to Europe, and procured the most famous list of attractions that ever appeared at one time in the United States. From London, he got the celebrated Godfrey's band; from Paris, the French Imperial band; from Berlin, the Grenadier garde band; and he brought back with him Strauss and Abt, and Peschka-Leutner, Franz Bendel, and Kaiser Wilhelm's Cornet Quartette. A greater array of talent were never before assembled together in the world. It is not too much to say that the success of the Jubilee was largely due to the untiring efforts of Dr. Ziegfeld. The success of the Chicago Musical College has been very great, and from year to year it has maintained a flourishing condition. In 1875, Mr. Root severed his connection with it, and since that time Dr. Ziegfeld has been president and director. He has a corps of twenty-three teachers in all the varied branches of the art, and is now adding (1885) a department of dramatic art. Since settling in Chicago, Dr. Ziegfeld has visited Europe eleven times, thus making twenty-three times he has crossed the Atlantic since he came as a boy of fifteen in 1856. Dr. Ziegfeld is still in the prime of life, and much as he has done to advance musical art in the West, he is ever studying to advance it still further. He has conferred an incalculable benefit upon his adopted country, and has the reward of knowing that his labors, his talents and his genius are impressed upon the culture and progress of a great people.

HANS BALATKA is a native of Moravia, Austria, and was born in a village called Hoffnangsthal, on the 5th of March, 1827. In his eighteenth year he entered the University of Olmutz, where he commenced the study of law, continuing with ardor the study of music. During his residence at the University he became conductor of a musical society formed by the students, and held the position for two years, until his connection with the University ceased. He then removed to Vienna, where he became the pupil of Proch, the celebrated composer and conductor of the Imperial opera. But it was the day of revolutions; Hungary under the leadership of Kossuth sought to throw off the Austrian domination, and many of the young men of the Austrian capital sympathized with the revolutionists. Young Balatka was among these, and united himself with an organization called the Academic Legion, a corps of six or seven thousand youths, the most of whom were students and artists. There was no active part taken in hostility to the government, but the government regarded the Legion with determined aversion, and a close surveillance was kept of the more active members. The revolution terminating unfortunately, Mr. Balatka determined to emigrate to America, and embarked for New York, where he arrived in June, 1849. After a short time spent in New York, Mr. Balatka saw a good prospect open before him in Milwaukee. He accordingly settled in that growing city, and at once entered upon a successful career. Early in 1850, he organized the Milwaukee Musical Society, which gave regular concerts the same year, and the next year, under his direction, gave the oratorio of "The Creation." In 1860, he was invited to come to Chicago, to conduct a performance of Mozart's "Requiem," which was to be performed by Chicago musicians. The performance proved a great success, and Mr. Balatka was induced to take up his residence in Chicago. The Philharmonic Society was organized, with him as musical director, and other societies also called upon him for assistance. In 1860, he organized the Oratorio Society, which likewise proved a great favorite with the public. This Society, with Parepa-Rosa and, subsequently, with Nilsson, gave the oratorios of "The Creation," "Messiah," and "Elijah," with great success. In 1870, he introduced, for the first time in Chicago, amateur opera on a large scale. He has also been the chosen leader of the Germania Männerchor, the Sengerbund, and the Sengerbund Society of Chicago. In addition to his work in Chicago, he has been elected eight successive times to conduct the musical festivals of the North American Sengerbund at Chicago, Cincinnati, Pittsburgh, Detroit, and other places.

GEORGE F. ROOT is a native of Berkshire County, Massachusetts, where he was born in the year 1820. The son of a farmer, and brought up on a farm, he early learned the love of nature, and held communion with her visible forms. The passion for music was born in him, and all his surroundings tended to foster it, and at the age of eighteen he had made a considerable advance in the knowledge of music and become proficient on several musical instruments. With these acquirements he left home to seek his fortunes in Boston. There he speedily found employment as an instructor in the musical academy of A. N. Johnson, with whom, a few years later, he formed a partnership. After five years of agreeable and lucrative association with Mr. Johnson, Mr. Root was induced to go to New York, and there his success as a teacher of music was marked and rapid. Prosperity attended him. He married Miss Mary Olive Woodman, of Boston, and settled down to the steady pursuit of his profession. In 1850, he went to Europe for the purpose of pursuing his musical studies, and, after about a year of diligent application, he returned home. His thoughts had long been turned to the subject of song composing, and he now tried his poems. "Hazel Dell" was his first attempt, and so dubious was he of success, that he took the nom de plume of "George Wurzel,"—wurzeln being a German equivalent for root. It is needless to say the song proved a great success. The "Flower Queen," a cantata, followed—one of the most effective compositions of the kind ever written—and it was performed in nearly every city and town in the United States. He became at this time associated with Dr. Lowell Mason and William B. Bradbury, in the composition and publication of Church music, and his labors on these works showed him to be not unworthy to rank with those great masters in this department of the art. In 1860, he removed to Chicago, and became a partner in the musical publishing house of Root & Cady, the senior member of the firm being his brother, Ebenezer Townner Root. During these years he composed many songs—"Rosalie, the Prairie Flower," "The Old Folks are Gone," "A Hundred Years Ago," and others, as well as many Sunday-school airs, such as "Shining Shore." During the War of the Rebellion he wrote a number of War songs, which were very popular, such as the "Battle Cry of Freedom," "Tramp, Tramp, Tramp," and "Marching Through Georgia," full of stirring patriotism and tender feeling, which are all too well known to require extended comment. Mr. Root is also the author of several musical works, which have had an extensive circulation. Among these are "Sabbath Bell," "Diapason," "Silver

Lute," "Bugle Call," and "Coronet." His most comprehensive work is the "Musical Curriculum," which contains an original method for the piano, voice and harmony. This work fully illustrates the genius of the author, and will be his best title to remembrance, when the songs he has written have passed into echoes only. His last work is the "Choir and Congregation," which has had an unparalleled circulation, and is considered the best of the many works of that kind written by this great composer. The great fire of 1871 swept away the splendid business of Root & Cady, and the result was a dissolution. A few years subsequently, a new firm was organized and afterward incorporated, under the name of "The Root & Sons' Music Co." Mr. Root is not now connected with the corporation, but is passing his declining years in the enjoyment of well merited comfort and repose.

HENRY CLAY WORK.—In 1861, a journeyman printer, in failing health and "out of sorts with fortune," entered the room of George F. Root in Chicago, and laid upon his desk the music and words of a War song. It was called "Brave Boys are They." Surprised that such a forlorn-looking person should have the thought of music in his soul, Mr. Root proceeded to examine the manuscript, and was still more surprised to find in it music that could stir the popular heart. Before the young man left the room, he was engaged to write exclusively for Messrs. Root & Cady for a term of five years. The engagement proved lucrative and pleasant to both parties. The forlorn printer was Henry C. Work. Henry C. Work was born in Connecticut October 1, 1832. His father was Alanson Work who, in 1841, while residing in Missouri, was sentenced to twelve years' imprisonment in the penitentiary for the crime of assisting fugitive slaves to escape. He served three years of the penalty, and then received a pardon. When Henry was an infant, his father settled in Illinois, near Quincy, but some years afterward,—and after his experience in the Missouri State Penitentiary,—he returned again to Connecticut. At the age of fourteen Henry was apprenticed to learn the art of printing. His natural tastes led him to cultivate the art of music, and when he was still young he tried his hand at song writing. The result was a song entitled, "We are coming, Sister Mary," which he sent to E. P. Christy, then in the height of his fame as a negro minstrel. The song was accepted, and the writer received twenty-five dollars for it, remuneration sufficient to encourage him to further efforts. But nothing seemed to succeed afterward, and the ambitious song writer ceased for several years to woo the Muses. It was not until the year 1861, under the inspiration of the War, that he again made another venture of his genius. The result was "Brave Boys are They," and this was followed by as remarkable a series of War songs as were ever published: "Kingdom Coming," "Wake Nicodemus," "Grafted into the Army," "Babylon is fallen," "Song of a Thousand Years," "God save the Nation" and "Marching through Georgia," all of which had immense sales and were published by Root & Cady. Mr. Work also published a song called "Lost on the Lady Elgin," but it was too mournful to be popular. Many of the War songs had stirring melodies, and were sung wherever there was a patriotic household or the army marched. "Let me make the ballads of a nation, and I care not who makes the laws," said Andrew Fletcher of Saltoun, two hundred years ago; and it may justly now be said, that the patriotic songs of Root, Work, and others, did more to arouse the popular heart and fix the determination of the people, during the darkest days of the War, than all the acts of Congress or proclamations of those in authority. In 1865, Mr. Work, now a successful song writer, made an extensive tour of Europe, and after his return settled in Vineland, N. J., where he bought a large quantity of land and attempted to establish a fruit farm. Like a vast number of other Vineland experiments, it proved an unprofitable investment, and swallowed up all his fortune. Before this time he had written the song "Come home, Father," which had a great popularity. It was not until 1876 that he commenced song writing again in New York, with C. M. Cady, formerly of the firm of Root & Cady, as his publisher. Many songs were now written and published by him, the greater part of which had extensive sales. The most popular of these was "My Grandfather's Clock." The entire list of his songs will reach nearly one hundred. His melodies are pleasing and natural, and never fail to stir the feelings. The source of his power over the heart lies in his simplicity of language and his freedom from extravagance in thought and melody. Many of his airs have almost become National, and will be sung as long as memories of the Civil War endure. For a few years prior to his death Mr. Work resided at Hartford, Conn., and died there June 8, 1884.

DUDLEY BUCK, one of the most gifted musicians this country has ever produced, was a resident of Chicago for several years prior to the great fire. During that period he was the organist of St. James' Episcopal Church. He was born at Hartford, Connecticut, on the 10th of March, 1830. His father, Dudley Buck, was a merchant, and his mother, the daughter of Judge Adams, a well known lawyer of his time. When but twelve years of age, young Dudley

learned the notes of music by himself, obtained the first rudiments of thorough bass, and learned to play the flute. So rapidly did he gain a knowledge of music and the mastery of certain instruments, that the prejudices of his parents finally gave way, and, after obtaining what instruction he could in his native city, he was sent to Europe in the year 1853. In the great Conservatory of Leipzig, under Hauptmann and Richter, Keitz, Plaidy and Moschelles, he gained his first insight as to what music really was. There he remained a year and a half, enjoying private lessons as well as the Conservatory instruction. Another year and a half he passed at Dresden, where he took lessons on the organ from the celebrated Johann Schneider. After three years in Germany, he lived one year in Paris, where he passed his time in intercourse with the best musical circles. On his return home, he resided for a period in Hartford, and there he commenced to publish his first pieces. Within the next four years his parents both died, and he then turned westward and settled in Chicago, as his future home; and it was while he lived here that he began to be famous. He had a pleasant home on the North Side, which the fire of October 9, 1871, swept away. This decided him to return East, and he has since resided in Boston, New York and Brooklyn. While in Boston, he, at the solicitation of Theodore Thomas, removed to New York, and there conducted the Garden concerts, with Thomas, for one season. His compositions have been numerous and varied. He was selected to compose a Centennial Cantata—Wagner furnishing the Centennial March—for the celebration at Philadelphia, in 1876. Attendants at the Thomas concerts will remember how often that great conductor selects the compositions of Buck for his orchestra, showing that his works will bear comparison with the great composers of the day.

PHILIP PAUL BLISS.—This celebrated evangelist, the author of "Hold the Fort," "The Armor Bearer," and other well known and popular gospel hymns, commenced his career as a song writer, in Chicago, about the year 1864. He was born in Clearfield County, Pennsylvania, on July 9, 1838, the son of a farmer, and brought up to farm life and farm work. He had but meager opportunities for schooling, but his quickness of mind and industry, enabled him, after several seasons of attending school in winter, to fit himself for teaching the ordinary country district school when he was eighteen years of age. He early displayed a strong passion for music, and despite the limited opportunities at his command acquired knowledge enough of the art by the time he was twenty-one, to become also a singing teacher. During June, 1859, he married Miss Lucy J. Young, the daughter of a farmer. In the winter of 1860, he formally took up the business of professional music teacher, but in several succeeding years still worked on his father-in-law's farm in the summer. In 1864, his first song was published by Root & Cady, and from that time until his tragical death, in 1876, he continued song composition. From 1865, until he commenced his career as an evangelist, in 1873, he was engaged in musical composition, and in holding musical conventions throughout the Northwest. In 1873, at the instance and urgent request of Mr. Moody, he associated himself with Major D. W. Whittle as an evangelist, meeting with great and satisfactory success in that vocation. On December 28, 1876, after a short visit at his old home in Pennsylvania, he and his wife started to return to Chicago. If they could have come straight through they would have been safe, but by the breaking down of an engine their train lost three hours. Other delays were made, and they were thus necessitated to take the train from Buffalo that was wrecked at Ashtabula bridge. They left Buffalo, at two o'clock, Friday afternoon, December 29, and in running over the bridge at Ashtabula, about eight o'clock the same evening, the train broke through and was hurled seventy-five feet into the valley below. The cars took fire, and many passengers who were not mangled were burned to death. Mr. Bliss and his wife were in a forward car, and were never seen again alive. Nothing but blackened and charred remains of the many victims of the disaster were found. None could be recognized, nor was anything ever found, in any way possible of identification with Mr. and Mrs. Bliss. He was in his thirty-eighth year.

FRANK LUMBARD.—The subject of this sketch was born in New York, and came to Chicago in his young days, some time about the year 1852. From that period until his death in 1882, he was well known throughout the West for his genial good nature and his willingness to go anywhere to take part in political meetings as the "campaign singer." His power over his audiences lay in his rich, strong voice; and his songs, which were interspersed between the speeches, often had a greater effect on the voters than the addresses of the most distinguished speakers. Contrary to the general run of public singers, Frank Lumbard had strong political opinions on the Republican side, and his efforts were always on behalf of this great party. His musical tastes led him to the front among the pioneers of music in Chicago, and he was always a most active member of committees appointed to organize musical conventions or concerts. Many of the leading singers owe their introduction to Chicago to

his untiring energy. He filled the position of the first teacher of music in the city schools, and laid the foundations of this branch of education on such a firm basis, that the best possible results have been the consequence. Many of the older citizens still cherish memories of the thorough training he gave them. At this time, too, he was in great demand to organize church choirs, many of which, under his charge, attained great proficiency. His first introduction to the public, as a campaign singer, was in 1857, when he sang for "Long John" Wentworth, who was running for mayor. As a slight acknowledgement of his services, he was made deputy sheriff under John L. Wilson. During the campaign of 1860, he sang nearly every day and night for "old Abe," as he fondly called the great President. His War songs were more potent in winning recruits than the offers of sergeants or the speeches of patriots; hence, he was ever in demand for this purpose. In 1863, during the siege of Vicksburg, he accompanied the Sanitary Commission on its errand of mercy, and he cheered the hearts of the soldiers by singing "Ole Shady," "John Brown's Body" and other patriotic songs. His charming voice gave to many of his auditors more real pleasure than the canned meats and bottled dainties brought by the Commission. His great heart and musical voice won him universal favor, and his negro and War songs were ever in demand at public meetings, in the concert room and the private parlor. For years he was known as "Ole Shady," in compliment to his touching song bearing this title, and although visitors to Chicago might return home without having seen half the sights, but seldom was one to be found who had not seen and conversed with "Ole Shady," if it were possible. The following are the words of this, his favorite, song:

OLE SHADY.

"Oh! yah; yah! darkies, laugh wid me!
For de white folks says ole Shady's free.
So don't you see dat de Jubilee
Is a comin', comin'—Hail mighty day!

Chorus—
"Den away, away, for I can't wait any longer;
Hooray, hooray, I'm going home!
Den away, away, for I can't wait any longer;
Hooray, hooray, I'm going home!

"Oh, Mass' got scared and so did his lady;
Dis chile breaks for ole Uncle Aby,
Open de gates, for here's ole Shady
A comin', comin'—Hail mighty day!

Chorus—
"Good-by, Mass' Jeff, good-by, Misses Stephens,
'Scuse dis niggan for takin' his leavin';
'Spect pretty soon you'll hear Uncle Abram's
Comin', comin'—Hail mighty day!

Chorus—
"Good-by, hard work, wid never any pay;
I set a gwine up North where de good folks say
Dat white wheat bread and a dollar a day
Are comin', comin'—Hail mighty day!

Chorus—
"Oh, I've got a wife and I've got a baby
Livin' up yonder in Lower Candy;
Won't dey laugh when dey see ole Shady
A comin', comin'—Hail mighty day!"

Chorus—

After the excitement of the War was over, Frank Lumbard ceased to be sought after as much as formerly, and he gradually sank into poverty and neglect, until the telegrams of December 10, 1882, carried the news of his death over the length and breadth of the land. The following is taken from the New York Graphic, of December 11: "Chicago, Dec. 10.—Frank Lumbard, for thirty years known throughout the West as a singer, died last night of starvation, his stomach refusing food, leaving his wife and daughter penniless." "Every one's friend but his own" is the crumb of cold comfort offered as an epitaph over his memory. The funeral services took place in Plymouth Church, where his remains were surrounded by masses of flowers, tokens of his innocent and kindly life. He was buried at Graceland Cemetery, on January 16, 1883. What could be done by his musical friends for his wife and daughter was done by the performance of the "Pirates of Penzance," by the Chicago Church Choir. The singer's voice is hushed, but the pleasure of listening to his songs lingers in the ears of those whom he delighted, and as his songs are sung, the gentle and sorrowful "Poor Frank Lumbard" is an almost involuntary tribute to his memory.

Other composers of the period, who achieved something more than mere local notoriety, were J. A. Butterfield, H. R. Palmer, J. P. Webster, Frank Howard, F. W. Root, and Silas G. Pratt, more extended notices of whom will appear in our third volume.

A popular singer of the time, also, was Louis A.

Dochez. He was a Belgian by birth, and had led something of a wandering life. He had sung in European cathedrals, had been in the English East India Service, then an attaché to the Belgian legation in one of the South American states, and finally reached the United States, accredited to the Belgian legation at Washington. Throwing up this service, he came to Chicago about the year 1857, and soon after made his appearance in concert, under the cognomen of DePassio. He sang at nearly all the famous Philharmonic concerts.

MUSICAL INSTRUMENT MANUFACTURERS.

As an appendix to the musical history, are appended sketches of some whose enterprise and skill have done so much toward making our city an entrepot for musical supplies.

JULIUS BAUER & Co.—Prominent among the representative Chicagoans who have recently passed away is Julius Bauer, a man who made music his life-study. Mr. Bauer established his business in this city in 1857, and was among the most successful business men of his time. He was born in the city of Berlin, Prussia, July 20, 1831. At an early age he showed decided talent for music, and, while he was a mere lad, constructed a violin that plainly evinced his natural ability for such work. He worked in the piano factories of Berlin for a number of years, and his progress was so rapid that he was soon competent to perform any work in the way of manufacturing instruments. This naturally created a desire to embark in business for himself. When he was eighteen years of age, the great revolution of 1848-49 occurred, and toward its close Mr. Bauer left his native land for America and arrived in New York City. There he opened an establishment of his own. He was very successful, and, at the end of eight years, found his business so augmented that he decided to open a branch in Chicago. He accordingly left his brother, John R. Bauer, in charge of the New York house, and came to Chicago in December, 1857. He first located in the Larmon Block, and, later, took a store-room in the Crosby Opera House. After a short time he consolidated the stores into one at the Opera House building. At this time he took into partnership his brother Herman, who died some years ago. In the fire of 1871, Mr. Bauer lost all his magnificent stock of goods, but shortly after the conflagration he was doing business in Robert Laird Collier's church, where he remained a year and a half. Upon the completion of the Palmer House, he removed into the corner store, which was one of the finest locations in the city. Upon the death of John R. Bauer, the New York business was closed and exclusive attention devoted to the house in this city. Thus is briefly narrated the business career of Julius Bauer, who, while living, enjoyed, to the fullest degree, the confidence and esteem of the people of Chicago. For some years before his death he had been suffering with asthma, and, a few days prior to his final illness he contracted a severe cold, from the effects of which he died on December 23, 1884. On October 22, 1864, he was married to Miss Anna Marie Mueller, of this city. The widow and three sons—Julius, Richard and William—survived him. Mr. Bauer was a member of *Accordia Lodge*, No. 277, A. F. & A. M. Upon his death his eldest son, Julius, who was born here September 1, 1864, assumed charge of the estate and business, and directs its affairs at the present time. Although a young man, Mr. Bauer shows the characteristics of his late father in his careful and conservative business dealings and his personal popularity. It is safe to assert that the house of Julius Bauer & Co. will lose none of its deserved prestige under the able and efficient management of its young proprietor.

W. W. KIMBALL COMPANY.—Chicago has long held a prominent position in the manufacture of organs, and can lay claim to having the largest organ manufactory, without a single exception, on the earth. This house is that of the W. W. Kimball Company. In the fall of 1857, W. W. Kimball came to Chicago, and when he reached this city, trade was in a state of depression. He commenced renting pianos, and, in 1858, was located on Lake Street near Dearborn, with a small stock of music. Notwithstanding the dull times, his business prospered, and, in 1859, he removed to the Larmon Block. He subsequently went to No. 142 Lake Street, where he remained until the opening of the Crosby Opera House, where the fire destroyed his stock. Shortly after the great fire, he re-opened the business, selling goods at his private residence, and using his barn for the warehouse. He afterward removed to the corner of Wabash Avenue and Thirteenth Street, where he remained until 1873. In that year, the large and handsome building

which the Kimball Company now occupies, was completed, and Mr. Kimball removed thereto. In 1880, Mr. Kimball commenced the manufacture of organs, and, from the first, success was assured, his long experience giving him a perfect knowledge of the demands of purchasers. The factory is located at the corner of Twenty-sixth and Rockwell streets, and is the largest in the United States. The business of the house so increased, that W. W. Kimball, who had always been the master-hand of every department, found it necessary to secure the aid, and co-partnership of others, to whom he could intrust a portion of the management. On July 1, 1882, the W. W. Kimball Company was organized and incorporated. The officers elected were W. W. Kimball, president; Albert G. Cone, treasurer; and E. S. Conway, secretary and general superintendent of works. The two latter named gentlemen had for years been associated with Mr. Kimball, and had thoroughly mastered the details of the manufacture and sale of organs, so that their addition to the management proved most valuable. The business, the increase of which has been sure and gradual, covers not only the United States, but extends to England, Scotland, Australia, New Zealand, Mexico and Canada. In pianos they have always done a very large business, and have recently commenced the manufacture of that instrument. The explanation of the remarkable growth of this house is easily found in the personal characteristics of Mr. Kimball and his co-partners. Enterprising, energetic and prompt, with natural capabilities for their business, they have found an admirable outlet in the prosecution of a work in which they have no superiors.

William Wallace Kimball was born in Oxford County, Maine, on March 22, 1828. There he was brought up on the farm, and received his early education at the country school. When he had obtained all the instruction that this primitive educational institution was capable of imparting, he commenced doing schoolmaster's duty, and two winters of his young manhood were spent in the teacher's chair. Then he clerked for a year in a country store, receiving the small salary of eight dollars and thirty-three cents a month. At the age of twenty-one, he left the old home for Boston, where he remained for some time. He then, in the fall of 1857, came to this city. Mr. Kimball has grown up with Chicago, and was the first man to do a wholesale business in musical instruments here. It was he who inaugurated the installment plan, which has enabled so many families, without perceptible outlay, to purchase musical instruments. Mr. Kimball was married, June 22, 1865, to Miss Eva M. Cone, of Chicago.

E. S. Conway, secretary and general superintendent of the W. W. Kimball Company, was born in Ontario, Canada, March 21, 1850. When a boy, his parents removed to Pepin County, Wis., and some time later he went to Lake City, Minn. In 1869, he first became associated with the leading spirit of the house of which he is now a partner, and two years later Mr. Kimball appointed him agent for the State of Minnesota, for the sale of his pianos and organs. In 1872, he also represented the same house as agent for Wisconsin. Mr. Kimball recognized the value of Mr. Conway as a business man, and he called him to Chicago, in 1875, to take charge of his wholesale department. On July 1, 1882, Mr. Kimball formed a stock company. Mr. Conway obtained an interest in the business, and was made secretary of the corporation. He is also president and general superintendent of the Newport Lumber Company, of Arkansas, which concern was organized in August, 1881. Mr. Conway has resided at Oak Park since 1875, and, in April, 1882, he was elected a member of the board of trustees of the township in which he resides, and in April, 1883, he was made president of the same board.

A. REED & SONS.—In keeping with the progress of modern art, and especially in those branches of artistic mechanism which require rare and peculiar ingenuity and adoption, Chicago is not at all behind the older cities of the East. In this connection we can refer to the firm of A. Reed & Sons, manufacturers and dealers in pianos, as being typical representatives of that branch of industry. The house is one of the oldest in the West, having been established in 1842, by the founder, Alanson Reed, opening a music store at the corner of Randolph and Dearborn streets. That quarter of the city was the fashionable promenade and retail center of trade, and Mr. Reed did a very prosperous business. In 1862, his sons, Alanson H. and J. Warner Reed, were admitted into partnership, and the name and style of the firm has ever since been A. Reed & Sons. At the breaking out of the War, the firm had established branch houses at St. Louis, Mo., and Nashville, Tenn. The former store was in charge of Alanson H. Reed, and the Nashville branch was managed by Marvin Reed, a brother of the senior Reed, and who died in 1884. The store at Nashville was confiscated, and the firm closed up their business at St. Louis, the son, A. H. Reed, coming to Chicago, where he has since been located. In the great fire of 1871, Messrs. Reed & Sons suffered the same loss that thousands of others did, but instantly resumed their business by opening a store over a livery stable in the vicinity of Six-

teenth Street, near Michigan Avenue. The firm had adopted the title of Reed's Temple of Music for their house, and in 1872, they erected a building in conformity with the above name, at the corner of Van Buren and Dearborn streets, which they occupied until 1878, when they removed to State Street. They were located in the Palmer House until 1880, and then changed to their place of business, No. 136 State Street. The house is in its forty-third year, and its business has constantly grown, until they now average sales of one hundred and fifty instruments per month. The life-long experience of the firm of A. Reed & Sons gives them an advantage of knowing just what is needed in their business.

Alanson Reed, the head of the firm, was born at Warren, Mass., November 13, 1814, and is to-day perhaps the oldest representative of the piano trade in the country. During his boyhood, he spent but three months inside of a school-room, being necessitated from early youth to make his own way. He was early apprenticed to a trade, and at the age of sixteen was a cabinet-maker. He then went to work in the factory of Chickering & Co., piano-makers at Boston, and thoroughly mastered everything connected with the manufacture of a piano. He remained with them until 1837, when he abandoned work at the bench, and commenced as a dealer in instruments. His first venture was one piano shipped to Columbus, Ohio, then only a little village. At that time, the attention of Eastern men had just commenced to turn toward the Western country, but the advantages of transportation were such as did not invite much trade with the new Territory. When Mr. Reed shipped his piano to Columbus, he was obliged to send it to Boston, and from there by vessel to New Orleans, thence up the Mississippi and Ohio rivers to Portsmouth, Ohio, and from thence to Columbus by canal. The freight was \$37 and the insurance \$16. At such a cost, and with the small population of Columbus and the surrounding country, he found he was unable to build up a trade that would result in anything like pecuniary gain. He returned to Boston, and, in 1842, again tried his fortune in selling pianos. He first shipped two instruments to Utica, N. Y., one to Syracuse, one to Rochester, one to Batavia, two to Cleveland, Ohio, two to Sandusky, three to Detroit, Mich., and three to Chicago. No railroad had then been built west of Boston further than Albany, N. Y., and the freights by rail to Albany were entirely too high to admit of sending goods in that way. So they were shipped by water from Boston to New York, thence by steamer up to Albany, thence by canal to Buffalo, and then by vessel to Cleveland and Chicago. Mr. Reed followed the pianos, as they reached their destinations, and after much labor, succeeded in disposing of them all, until he reached Chicago. The town had a population then (1842) of about six thousand inhabitants. Mr. Reed offered for sale the three pianos he had shipped here, but he was unable to get a bid. Parties offered to exchange town lots for them, but he refused, little dreaming he would live to see the village grown to over half a million in population and the town lots he refused bring hundreds of thousands of dollars in price. He could not sell the pianos here, at any price, for cash, and he was obliged to re-ship them to Detroit. His next venture was the shipment of twenty pianos to Columbus, Ohio, where he located. The people, however, were intent on making their fortunes, and felt too poor to expend their surplus money in such expensive luxuries as pianos. The prices for such instruments, were, of course, far greater then than now, and all agricultural productions were very low, so the people had cause to refrain from purchasing anything more than actual necessities. It appeared so unlikely that sale could be found for pianos, that he was the object of much well-meant commiseration, the wife of a prominent State official remarking, "Poor man, he has come here to starve; he will never earn his salt." The remark was an incentive to Mr. Reed to stay; and stay he did, remaining there until he built up a business that extended all through Central Ohio. He afterward removed to Chicago, in order to obtain a larger field for his operations. Mr. Reed was married to Miss Hannah B. Read, of Cambridge, Vt., on January 28, 1839. They had two sons, who are now partners in the firm of A. Reed & Sons. Mrs. Alanson Reed died in this city February 2, 1877.

Alanson H. Reed, of the firm of A. Reed & Sons, was born in Boston, Mass., March 1, 1841. His father removed to Columbus, Ohio, in the year 1842, and young Reed was there brought up and attended the public schools. At the age of eighteen, he was admitted into partnership with his father, who had established a music-house in Chicago. In 1856, the firm opened a branch house at St. Louis, and the subject of this sketch went there to take charge. In 1861, on the breaking out of the War, the firm closed up their business in that city, and he came to Chicago. Upon his arrival

here, Mr. Reed entered the Union College of Law, with the intention of pursuing a course of study and ultimately entering the profession of law. He remained there two years, and then returned to the firm of A. Reed & Sons. Mr. Reed has been identified with the piano and organ trade since that time, and has seen the insignificant trade of a few thousands a year, grow to a volume of hundreds of thousands per annum. Mr. Reed was married to Miss Flora Evelyn Lancaster, of this city, on December 1, 1869. On this date, also, occurred the wedding of his brother to a sister of Miss Lancaster. Mr. Reed is a member of Apollo Commandery, K. T., and has always been a staunch Republican in politics.

J. Warner Reed, of the firm of A. Reed & Sons, second son of Alanson Reed, was born in Boston, June 1, 1842. Soon after, his father moved to Columbus, Ohio. At the age of twelve he spent considerable of his time, when out of school, in the piano rooms. At sixteen years of age his entire attention was devoted to this trade. At eighteen he went East, and served some time in the piano factories, going through each separate department, till he had a thorough practical knowledge of the trade which he was to follow. In 1862, he, with his brother Alanson H., was admitted into a co-partnership with his father, who had established himself in Chicago, years before, in the piano business. He traveled over the Northwest for many years, selling pianos, going into sections of the country far removed from railroads, having hauled pianos in wagons over a hundred miles. From the age of sixteen to the present time, Mr. Reed has been constantly engaged in the piano trade, and if experience be of any value, his should be rated at par, and advancing. On December 1, 1869, he married Miss Mary Virginia Lancaster, of this city, he and his brother marrying sisters, and at the same ceremony. He has three children—Eva Virginia, J. Warner, Jr., and Alanson L. Mrs. Reed died on December 13, 1876. Mr. Reed has always been a Republican in politics. He resides at Hinsdale, one of Chicago's suburbs, where he has a few acres to tone up his system.

LYON & HEALY.—An account of this extensive and leading house will be given in the ensuing volume, which will embrace the epoch during which the vast increase of their business occurred.



YOUNG AMERICA HOTEL AND RICE'S THEATER.

THE DRAMA.

RICE'S THEATER.—Until 1857, Rice's Theater was the attractive center of dramatic representation in Chicago. For ten years it had been the chief place of amusement in the city, and the popularity of Mr. and Mrs. Rice never waned for an instant. No man had done so much for the interest and amusement of the Chicago public as John B. Rice, and his constant increase in favor testified how deeply that public appreciated his labors. But in 1857, he and his wife determined to retire from the stage, and the theater passed under other management. It also encountered the competition of its new rival, just erected by J. H. Mc-



J. H. McVicker

Vicker, and its end was not long in coming. For several years it led a fitful and unpopular existence, until, in 1861, it became manifest to Mr. Rice that it could no longer maintain its place as a theater. He then had it torn down, and on its site erected a handsome business block.

JOHN BLAKE RICE, actor, theatrical manager, mayor, congressman, a man of broad heart and mind, able and determined, and cheerful through all adversities: was born in Easton, Talbot Co., Md., on May 28, 1809, when about twenty-one years of age made his debut as the Uncle, in "George Barnwell," appearing in the Boston Theater. Subsequently he went to the West Indies, where he joined a dramatic company which played in several of the leading cities. Mr. Rice rose so rapidly that his friends and admirers, a few years there-

his prospects; but his was a spirit not to be even depressed by such a calamity, and it still remains in his wife's memory, as a pleasant recollection of his sturdy character, that upon the night of the fire, when she was well nigh crushed, he returned to his home, whistling cheerfully like a boy. He at once set about repairing his fortune, and a large brick building, completed in January, 1851, was the result. For a time after the opening of the new theater, in February, Mrs. Rice resumed her place upon the stage as leading lady. In October, 1857, Mr. Rice retired from theatrical pursuits, and, in 1861, erected a business block upon the site of his theater. He also purchased the property which afterward became the site of the Crosby Opera House, and in other real-estate transactions added to his competency. His character was above reproach; his influence for good, not only in his own profession but with all classes of people, had been great; he was warm-hearted, able, patriotic and popular; consequently, when the Union party of Chicago commenced to look around for a leader, they fixed upon John B. Rice and in April, 1865, he was almost unanimously elected to the mayoralty. Mr. and Mrs. Rice also gave their only son, William Henry, to their country's cause. He fell at Chickamauga on September 19, 1863, being at the time his death captain of Co. "A," 89th Illinois Infantry. In 1867, Mr. Rice was again elected mayor, and in 1872 was elected to Congress from the first District of Illinois, but did not live to complete his term as congressman. He died in December, 1874, at a home he built in Norfolk, Va. He had been suffering for some time, but, believing a change of occupation and a prolonged rest at the conclusion of the session would restore him to health, he refused medical treatment. His case, however, became more alarming, and a removal to Norfolk was suggested; but he failed to rally, and his death occurred December 17, 1874. Mr. Rice left behind him, of his immediate relatives, his wife, still a resident of Chicago, and five daughters—Mrs. Kimball, widow of James Kimball, chief engineer in the navy; and Mesdames James W. Odell, William S. Smith, George L. Dunlap, and Orson Smith, all of Chicago.

McVICKER'S THEATER.—When McVicker's Theater was built in 1857, it marked one of the most important epochs in the history of the drama in Chicago. In fact, so great was the undertaking, it may also be said to denote a more comprehensive event, and indicate a grand step in the progress of dramatic art in the West.

James H. McVicker had long held a position of honor among the profession, and had achieved success as a manager. Personally, he was known as one of the most entertaining comedians on the American stage, but the enterprise planned by him was far beyond the limits of his previous efforts, and surpassed anything attempted by Western managers.

JAMES HUBERT McVICKER was born in the City of New York, on February 14, 1822. His parents, James and Nancy McVicker, were of Scotch-Irish ancestry. In 1822, when the son was born, his father died, leaving a widow and three children without provision for their future. James, therefore, had but few educational advantages, as he had to assist in the support of his mother. He became a printer's apprentice in 1832, and worked in mechanical capacities, at different places in New York, until October, 1837. He then entered as an apprentice in the office of the St. Louis Republican, and in 1840 became a journeyman. Dissatisfied, however, with the nature of his work, Mr. McVicker then determined to acquire scholastic knowledge, and, under the most trying circumstances, commenced his studies, and successfully prosecuted them, with that determined perseverance which has made his whole career successful. Mr. McVicker began his dramatic work in New Orleans, in 1840, commencing in the most subordinate capacities, and growing into favor by steady progress. He subsequently appeared at theaters in different parts of the country, and, during the latter part of April, 1848, arrived in Chicago. Rice's comedian was about leaving here, and the young actor was given an opportunity to test his ability to fill the place. On the evening of May 2, 1848, Mr. and Mrs. McVicker made their first appearance in this city—the former impersonating Mr. Smith, in the farce "My Neighbor's Wife," and the latter, Susan, in the comedy "Hue and Cry." In 1851, after the death of Dan Marble, he bought the right to use that eminent comedian's plays, and began a starring tour through the United States. In 1855, he went to England, where he was cordially received. For the first time in his life, he then experienced the comfortable sensations which are known only to the pecuniarily independent. In 1856, he undertook the management of the People's Theater at St. Louis, and met with good success. In March, 1857, he again came to Chicago, and established McVicker's Theater.



after, organized a stock company and built him a theater in Bangor, Maine. He and his company played in the principal cities of the country, and thus it was that he met Mary Ann Warren, the daughter of the celebrated William Warren, and sister of William Warren, Jr. Miss Warren was a young lady of rare accomplishments and ability as an actress, and, in December, 1837, was married, in Philadelphia, to the man of her choice. Mr. and Mrs. Rice acted together as stars, removing from New York to Buffalo in 1839, where the former managed the Buffalo and Albany museums. In the fall of 1846, Mr. Rice first came West for the purpose of selecting a location for a theater. At this time Milwaukee and Chicago were the competing towns, and the former city threatened to carry the day, for he transformed an old military hall into a theater, organized a stock company in Shakesperian selections, put "Black Eyed Susan" on the stage, and gave that village its first real taste of drama. Subsequently he erected a brick building, on the site of the ill-fated Newhall House, which was burned, but not until Mr. Rice had determined, by a trial of about five years, that Milwaukee was not a paying town. In May, 1847, he had contracted for the erection of a frame building, on the south side of Randolph Street, afterward known as "Rice's Theater," and opened to the public on June 23. In the meantime, Mrs. Rice had come on from Buffalo, and appeared as a member of the company on the 12th of the next month. The burning of his theater in July, 1850, was a blow to



MC VICKER'S THEATER.

During 1857, the construction went on, until it was opened on November 5. When it is remembered that, up to that period, the best theater in Chicago* was, at its best, but a modest affair, involving an expenditure of but a few thousands, there is reason to believe the people were proud to see an edifice which cost \$85,000, contributing to their delight in the perfect presentation of standard plays. It was the most substantial, convenient, safe and costly theater building then standing in the West, and had a seating capacity for two thousand five hundred persons. The acoustic properties were very good, and the stage had an area of eighty by fifty-three feet. The scenery and properties of the theater were the most extensive, and the finest in quality and finish, then seen at any Western place of amusement. The drop curtain was esteemed a work of art, and represented the cities of Rock Island and Davenport connected by the railroad bridge.

The theater was opened with a stock company consisting of David Hanchett, F. A. Munroe, F. S. Buxton, W. C. Forrester, A. J. Graver, J. B. Uhl, R. J. Allen, W. Gay, H. R. Jones, J. Taylor, W. S. Higgins, F. Harrington, Mr. Havelock, Mrs. E. DeClancey, Mrs. Lottie Hough, Mrs. Eliza Mann, Mrs. R. J. Allen, Mrs. W. C. Forrester, Mrs. W. Gay, Anna Martin, Alice Mann, Fanny Rich, Emma Logan, Nellie Gay, Jenny Seacore, Julia DeClancey, Mary Wright and J. Martin. The music was under the direction of Louis Chatel, and F. Harrington was assistant manager. Mr. McVicker took an active part in many of the plays presented during the early years, and retained occasional relations for a still longer period.

*See history of People's Theater, vol. 1.

The initial performance consisted of "The Honey-moon" and "Rough Diamond," in which pieces Mr. McVicker sustained the comedy element. The Tribune, of November 6, remarked:

"Last evening was an era in the dramatic history of our city. For the first time since Chicago took rank as one of the first cities of the Union, she has a theater worthy of her citizens who patronize the drama. Mr. McVicker has labored against a host of adverse circumstances. He has overcome a succession of obstacles which were sufficient to have overcome ordinary men, and last evening he opened to the public, if not one of the largest, certainly one of the finest and most comfortable theaters in the country. * At an early hour the house was filled to its utmost capacity, the twenty-five hundred seats being occupied long before the curtain rose. The audience was in excellent humor, and evidently determined to be pleased. Indeed, it must have been hypercritical to have been otherwise. After the overture by the orchestra, Miss Alice Mann pronounced the opening address, written by Mr. B. F. Taylor,* of the Journal. She was warmly welcomed and heartily applauded. As Miss Mann retreated up the stage, the scene behind her was withdrawn, revealing the entire company. The 'Star Spangled Banner' was then sung, with fine effect, and rewarded with a perfect storm of applause. Obedient to the vociferous demand of the audience, Mr. McVicker came forward and delivered a happily-conceived address, which was frequently interrupted with rousing cheers."

It is recalled, as indicative of the city's transportation facilities at that time, that Parmelee's omnibuses were announced to leave McVicker's Theater, for Bull's Head and Cottage Grove, nightly, at the close of the performance.

James E. Murdoch appeared at McVicker's December 14, 1857, in the character of Hamlet, followed by a round of standard characters. Those who witnessed the finished action of this famous man bore the recol-

* This address is not obtainable, the contemporaneous newspapers having omitted to publish it, and no manuscript copy being extant.

lection ever afterward in mind. His perfect elocution, his precision of method, his virile intelligence, and his devotion to the artistic side of his profession, as well as the character of the man himself, won admiration from even those who looked with coldness on the drama. On January 4, 1858, Miss Charlotte Cushman began an engagement.

Edwin Booth first appeared at McVicker's on May 31, 1858, in "A New Way to Pay Old Debts," followed by "Richelieu," "Brutus," and "Richard III." The press comments were flattering, and forecast the eminence which this great actor was destined to attain.

Miss Mary McVicker, then but a child, appeared at her father's theater August 22, 1859, in a play entitled "Gianetta," supported by Messrs. Tilton, Bradley, Myers, Leighton, Cline, Dillon and Uhl, and Mrs. Marble, Mrs. Hough and Miss Woodbury. The success of the young star was most pronounced. She won the hearts of her audiences, and gained warmest expressions of praise from the press. After this engagement Miss McVicker also played Little Nell, appearing in that character November 7, and soon became a reigning favorite with Chicago theater-goers.

MARY McVICKER BOOTH, or, as she was best known to her friends, Mary McVicker, was one of those striking characters occasionally met with in this world, whose career from her earliest childhood was redundant with exceeding promise. Her debut occurred in McVicker's Theater, on April 1, 1853. The incompetency of the child first cast to take the part of Marie in the "Sea of Ice," necessitated a substitution, which led to Mary's appearance, and which was a pronounced success, occurring when she was but ten years old. So marked and varied were her dramatic powers, that it was decided that she should appear as Eva in "Uncle Tom's Cabin." Such was her triumph in this character, that when an attraction was needed, Mary would appear in some new character, and her popularity did much to aid her father in those struggling days of the drama in Chicago from 1857 to 1861. Mrs. Thayer, of Chicago, wrote for Mary a temperance drama called "The Angel Child." Solomon A. Willson, a prominent lawyer, also wrote for her an original drama, entitled "Gianetta." Her fame, naturally, reached managers in other cities long before this, and her parents were persuaded to let her appear at the Boston Museum, where she at once became a favorite. She afterward appeared in several other large Eastern cities with marked success. Max Strakosch recognized her popularity and her vocal abilities, and requested that she might appear in a few concerts which he was giving in Chicago and vicinity, with Signor Brignoli, Gottschalk, the eminent pianist, and others. This was in April, 1862, and her success in concert was fully equal to that which she had already achieved on the dramatic stage. She afterward made a tour of the Southern cities, and gave a series of concerts with the noted tenor, Henry Squiers. Mary, however, had not reached her twelfth year, and her parents withdrew her entirely from public life, that she might acquire an education in keeping with her natural gifts. After the destruction of the Winter Garden Theater, in New York, in March, 1867, Mr. McVicker engaged Edwin Booth to fill an engagement at Chicago. Mary urgently solicited her parents that she might play Juliet to Mr. Booth's Romeo, and this request was urged by her with such pertinacity that, much against their wishes, they at last acceded. The first appearance of Mary McVicker since her childhood—now a woman, she was in her eighteenth year—in one of the most difficult characters known to the stage, was the means of crowding the theater to overflowing, and her appearance was greeted with a reception seldom accorded to any actor or actress even after fame has been won. The acting of Miss McVicker in a series of leading and exacting parts, without any special preparation, and with no stage experience except that acquired when she was a mere child, was naturally deemed a revelation of marvelous inherent ability. During the season of 1867-68, Mary, with her mother, accompanied Mr. Booth to New York, and appeared at his theatre, which was opened on February 4, 1869, with Romeo and Juliet. For twelve weeks the performance of this play was continued; other representations following which were equally as successful. The end of the season ended Mary's career as an actress, and, in June of the same year, at the summer residence of her parents, at Long Branch, her grandfather, Rev. B. F. Myers, united her in marriage to Edwin Booth, to whom the remainder of her life was entirely devoted. She bore him one child, which lived but a few hours. In 1880, Mary's health failed. The care of a house, devotion to her husband, and her unremitting attention to

his daughter (Edwina) by his first wife—a child eight years old at the time of Mary's marriage to Mr. Booth—had so worn upon her frail and nervous system that a trip to Europe was undertaken on June 30, 1880. Anxiety and the fatigues of the journey were too much for Mrs. Booth's enervated constitution, and she became seriously ill. Her mother sailed for England in March, 1881, and her father followed during the ensuing month, and found her sick beyond hope of recovery. They deemed, however, that there was a possibility of prolonging her life by means of a sea voyage, and the whole party sailed for New York on June 18, 1881. She died in New York on November 13, 1881, aged thirty-three years. Funeral services were held in that city, Rev. Robert Collyer officiating. The remains were brought to Chicago, and interred in her father's burial lot at Rosehill, after appropriate and impressive services at St. Paul's Universalist Church, conducted by Dr. W. H. Ryder and Professor David Swing.

Adah Isaacs Menken* was the first "star" to appear in 1860, at this house, beginning her engagement January 2. Jane Coombs was introduced to Chicago on February 27, in "Jane Shore," "The Hunchback," and other plays.

The first notable event in 1861, was the arrival of E. A. Sothern. James E. Murdock began a season on March 25, and Caroline Richings and her father, Peter Richings, appeared on May 15, in the drama, "Miriam, the Daughter of the State."

During the intervals between the appearance of the "stars," McVicker relied upon his stock company, for in those days the system now known as "combination" was unthought of. John Dillon was added to the comedy portion of the company; and when popular interest flagged, Mr. McVicker himself imparted vitality to the plays. The Webb sisters were engaged, from the beginning of the year, as dancers and protean artists. Ada and Emma Webb were successful stars in this country and in Europe, and after a most creditable career, they married and retired from the stage, which they had adorned with their pure characters and marked abilities.

J. Wilkes Booth assumed the role of Richard III, at McVicker's, January 20, 1862, on the occasion of his first appearance before a Chicago audience. The fame of his father, whose genius the son in no small degree inherited; the extraordinary ability displayed by the young actor; and the awful tragedy of his death, command for him a place in the history of the drama—a place which the obloquy occasioned by his moral turpitude can not deprive him. The engagement was one of the most brilliant played up to that date in the city.

An amusing burlesque called "Mazeppa, or the Untamed Rocking Horse," in which Samuel Myers impersonated the former half of the title, began March 27, and achieved a decided run. It was local in the substance of its humor, and is still recalled as a very laughable affair. L. M. Gottschalk, the famous pianist, assisted by Carlotta Patti, George Simpson and Signor Morino, gave two concerts at McVicker's April 17 and 18, 1862.

In June, 1862, J. Wilkes Booth played a second engagement at McVicker's, and was received by the public with flattering cordiality. At this time a charity fair was being held at one of the halls in this city. Booth attended, and was asked for his autograph by a young lady who was present. Booth declared that he regarded his signature as of no value, and disliked to bestow on his fair petitioner a worthless thing. But the lady assured him she could sell all he could write for twenty-five cents each, and he yielded to the temptation. Many of his autographs were put in circulation

*This celebrated actress obtained a divorce from John C. Heenan, "The Benicia Boy," in March, 1862, in the Circuit Court at Woodstock, McHenry Co., Ill. The marriage had been persistently denied by the defendant, but was established in the divorce proceedings by indisputable evidence, and, good cause being proven, a divorce was decreed.

that night, and have since become objects of value to curiosity hunters.

William Warren, the famous comedian, whose first acquaintance with Chicago dates from the remarkable season of 1839, under Jefferson's management, returned to receive the hearty welcome of old-time friends on July 13, 1863.

In September came J. H. Hackett, whose Falstaff will ever remain one of the firmest traditions of the American stage. In that character he stood unsurpassed, delighting all who saw him, as well by the humor of his conception as by his observance of art.

Daniel E. Bandmann, the German tragedian, first appeared in Chicago, at this theater, on November 30, 1863. The opening play was an English translation of Brachvogel's tragedy "Narcisse," founded on the story of Pompadour's life in the court of Louis XV, and was given for the first time in this city. The edition differs from the version used by that eminent German, Ludwig Barnay, in its tragic element, as in this Narcisse slays his faithless wife. The press condemned the play, but warmly approved the actor, and the engagement was one approximating unto popular success.

In May, 1864, Mr. McVicker made his brother-in-law, Mr. Samuel Myers, stage manager, and gave him an interest in the business of the theater. On June 20, Matilda Heron gave "Camille," and on the 27th of that month brought out her dramatization of "The Scarlet Letter," for the first time on any stage. Despite the thrilling interest of the story, as told by Hawthorne, this play was not a success, although the role of Hester Prynne was admirably sustained. There was a vital lack of dramatic strength in this version, as in the one given some years later by Mrs. Lander. Neither succeeded.

William Warren commenced a series of comedy parts July 11, 1864, reviving interest in the choicest of the lighter dramas. As was customary in those days, a fancy dance was given between plays, every night, and the reigning favorite at that time was Mlle. Augusta.

Miss Lotta Crabtree was introduced to Chicago audiences August 1, 1864, by J. E. McDonough, and scored a remarkable hit in "The Seven Sisters." The first week's performances were witnessed by over twelve thousand persons. A season of three weeks was given.

Lawrence P. Barrett was first announced in Chicago October 10, 1864, on which occasion he gave Wallack's drama "Rosedale."

Olive Logan presented her own play, "Felon's Daughter," February 6, 1865, making her debut as an actress here on that date. The press spoke well of her personal appearance, but was not cordial in its comments on her histrionic ability. She remained two weeks, playing "The Hunchback," "Ingomar," "Lady of Lyons," and "The Stranger."

The assassination of President Lincoln, April 14, 1865, produced the most profound sorrow among the members of the dramatic profession, because of the fact that, in addition to the common grief of all men, they were forced to bear a peculiar phase of the National woe. The deed was done by one whose name was once eminent among rising actors. In consideration of this misfortune to the profession, and with an intent to promptly demonstrate their abhorrence of the act, the companies then playing at McVicker's and Wood's assembled at the parlors of the Sherman House, Monday, April 17, to take appropriate action expressive of their feelings. F. F. Mackay called the meeting to order, and F. A. Becket was chosen to preside. The

following resolutions were unanimously adopted by the assembled company:

Whereas, The Supreme Power, in disposing of the events of our Nation, has been pleased to take from us, by violent death, our beloved and noble President, Abraham Lincoln; and,

Whereas, The fatal tragedy which terminated the earthly career of this great and good man transpired within the temple of the drama; and,

Whereas, The dark and bloody deed which has bereft a family of its father and protector, a people of their tried and trusted friend, the Nation of a just and humane leader, was perpetrated by one who was formerly a member of the dramatic profession; Therefore,

Resolved, That we, the members of the dramatic profession of Chicago, while recognizing the omniscience and bowing to the will of God in all things, can not but deeply feel and sincerely lament, in common with all our countrymen, this irreparable loss to our country; and we take this occasion, as a body, acting unanimously, to express our detestation and abhorrence of him who, by this cowardly and infamous assassination, has spread the sombre pall of sorrow over our land, so recently rejoicing over the achievements of the Illustrious Dead, to whom henceforth our country's history will accord a niche beside the immortal Washington.

Resolved, That the dramatic profession of Chicago, desirous of expressing their sincere and respectful sympathy with the bereaved family of the deceased, and of showing their love and veneration for the philanthropist, statesman, and martyr whom they mourn, would respectfully request the managers of theaters in this city to close their houses until the funeral services are performed, that no inharmonious demonstrations may disturb the impressiveness of this great and solemn occasion.

J. H. McVicker spoke feelingly, and declared that the resolutions expressed his sentiments, both for the character of the deed and his sympathy for those in affliction. J. Z. Little, A. D. Bradley, and other gentlemen also spoke upon the theme. It was resolved to wear badges of mourning for thirty days, and to close the several houses until the following Thursday.

The great event of the summer of 1865, was the engagement of Mr. and Mrs. Charles Kean, who, supported by Miss Chapman, Mr. Cathcart, Mr. Everett and the stock company of McVicker's, gave a season of six nights, from June 26, 1865. The repertory consisted of "Henry VIII," "Merchant of Venice," "Louis XI," "Hamlet" and "The Jealous Wife." Celeste made her first Chicago appearance November 8, in "The Woman in Red."

That eminent English tragedian Charles Dillon, made his first appearance in Chicago, at McVicker's, April 2, 1866. His introductory performance was in *Virginius*.

On the 8th of July "The Black Crook" was first produced in Chicago, at McVicker's, by C. M. Barras, under the personal supervision of J. E. McDonough. The piece attained an interrupted run of fifty-six nights, and called out renewed protests from one element of society and unparalleled patronage from all. This was the birth of the modern spectacular drama in Chicago.

Joseph Jefferson appeared as Rip Van Winkle on November 4, 1867.

Mrs. Scott Siddons appeared on January 25, 1869, for the first time in Chicago, and was kindly received by the press, and patronized by the public because of her famous name. Her success was not as pronounced as her friends had hoped it would be. Mrs. D. P. Bowers, supported by J. C. McCullom, first claimed the favor of a Chicago audience February 15, in Falconer's play called "Snare."

The season of 1869-70 opened August 23, 1869, with Joseph Wheelock and Mrs. Cowell at the head of the company. Edwin Adams, who had, meanwhile, achieved fame in the character of Enoch Arden, by a run of fifty nights in New York, first played that drama here August 30. He was hailed by immense houses.

The coincidence of three theaters running the same play is noted here. McVicker's, Crosby's and Wood's put on "Formosa" to large business during the summer of 1869.

Joseph K. Emmet first appeared in Chicago January 24, 1870, and made a decided "hit" in "Fritz."

Frank Mayo's first appearance in Chicago, as a star, was on March 14, in "Hamlet," "Richelieu," "Ingomar," "The Robbers" and "Macbeth."

John S. Clarke dates his arrival on the Chicago stage from August 22, 1870, at which time he gained great favor in "Toodles," "A Widow Hunt" and "The Militia Major."

Fannie Janauschek, supported by Frederick Robinson, make her first appearance in English drama in Chicago at McVicker's Theater on February 6, 1871. The repertory consisted of "Deborah," "Fazio," "Mary Stuart" and "Macbeth." The success of this engagement was commensurate with the exalted genius of this gifted woman. Charles Fechter gave his initial performance before a Chicago audience February 27, 1871. Mr. Fechter was supported by Carlotta Leclercq, and enacted "Hamlet," "Don C sar de Bazan," "Ruy Blas," and "The Lady of Lyons." He remained one week. Joseph Murphy, in "Help," made his first bid for popular applause in this city March 13, 1871.

The growing importance of Chicago as a commercial center increased the dramatic possibilities of the city, and afforded rare promise of success to those who were far-sighted enough to descry the measure of public patronage. Mr. McVicker had seen the venturesome undertaking of 1857 become a substantial evidence of his sagacity, and, emboldened by that test of his power to discern the signs of the times, he determined to practically rebuild his theater. It was consequently altered so that nothing but the walls of the old theater remained, the remodeling having cost over \$90,000. The opening took place August 29. The play selected for this occasion was "Extremes," a drama first given in Chicago, at Rice's Theater, in 1855, by Peter Richings, whose daughter Caroline (Mrs. Richings-Bernard of later years) took the part of Widow Crosby, and Mr. McVicker that of Higgins, a politician. The stock company was so large that a double cast was given almost entire to this comedy, and alternated night about during its run. On the opening night of his own house, Mr. McVicker assumed the role of Mark Mayberry, and was welcomed with enthusiasm by an audience which appreciated not merely the excellence of his acting, but also his enterprise as a manager.

C. Bronzon Howard's comedy, entitled "Saratoga," was produced September 11, 1871, and met with a reception which foretold the future prosperity of the author. It held the boards until the 30th of that month, and was then withdrawn to make room for Boucicault's play "Elfie," in which the stock company appeared. This drama was running at the time of the great fire, October 9.

CROSBY'S OPERA HOUSE.—The history of this famous temple of art is one without a parallel in the West. Its enormous cost, its elegance of design, its vicissitudes as a financial investment, its brief existence, and its devotion to grand operatic and dramatic uses, combine to furnish data for a sketch differing in nature from that of any other theater in Chicago or the West. Conceived by one who was unknown to the profession, so far as practical experience and education are concerned, the venture necessarily resulted in pecuniary disaster; for Mr. Crosby's ideas were based upon exalted theories,

rather than upon a rational understanding of the demands of the place and time. Constructed during a period of extreme inflation of values, and elaborated with recklessness and lavish disregard of business principles, it courted ruin for the projector, and precipitated him into a gulf of embarrassment which more cautious men might have avoided.

URANUS H. CROSBY, the originator of the Opera House, was born in the town of Brewster, Barnstable Co. (Cape Cod), Mass., in 1830. He removed to Chicago when about twenty years of age, and was engaged in a distillery, on the North Branch, owned by a relative. This business he pursued with success, and the War period found him still interested in the production of spirits. When the Government imposed a tax upon liquors, those who were advised of the intention prior to its accomplishment, and were able to invest in such commodities, realized enormous fortunes by the augmentation in prices. Mr. Crosby's familiarity with the conditions of the trade, enabled him to take advantage of this opportunity, and by judicious management he experienced large benefits in a financial way. The enlargement of his resources gave wider scope to Mr. Crosby's more refined tastes, and added impetus to his projects for the display of a commendable ambition. It was his desire to foster a love of the higher ideals in art, in music, and in the drama. The purpose was a noble one, and had it been developed with a careful regard of inexorable laws, or had circumstances been kinder in their dealings with him, Mr. Crosby might to-day be rated among the prosperous men of Chicago. Be the causes what they may, calamity hovered over the undertaking from its inception, and settled forever on the ruins of the edifice in the fire of 1871. So far as this sketch has to deal with Mr. Crosby, all is told that need be said concerning his dealings with the drama here. His sojourn amid the profession was brief, brilliant and calamitous to himself, although his labors bore rich fruits in the general scheme of dramatic advancement in Chicago.

Actuated by a praiseworthy motive, Mr. Crosby determined to erect an edifice suitable to the production of grand opera, as well as the drama, in a style more gorgeous than had yet been done in the West. A gallery devoted to the fine arts was also a part of his plan, and a hall adapted to concerts and lectures was made a distinct feature of the building. The site chosen for this structure was on the north side of Washington Street, nearly midway between State and Dearborn.

Mr. Crosby, in company with W. W. Boyington, a well-known architect, of Chicago, visited the principal cities of the Union, with a view to gaining a practical knowledge of how to construct an opera house. The result of these and other studies was shown in Crosby's Opera House.

Those who were engaged in the construction of this temple, were—architect, W. W. Boyington; assistant architect, John W. Roberts; fresco painters, Jevne & Almini; painters, Heath & Milligan; scenic artist, Wil-

Manual Bluth

liam Voegtlin; stage carpenter and machinist, Wallace Hume; carpenter and mason, Wallbaum & Bauman; cut stone work, L. H. Bolderwick; heating apparatus, Murray & Winne; gas fixtures, H. M. Willmarth; plumbing, John Hughes; plastering, C. Kobolt; plate glass, John R. Platt.

In the spring of 1865, the immense structure was completed, at a total cost, it was asserted, of \$600,000. The inevitable end came to Mr. Crosby's fortune before the house was done, and the announcement of a grand opening was made in the ears of a man who knew that the enterprise was accomplished only by the sacrifice of personal fortune. Still, there was no retreat, and with loud proclamation of the glory of the occasion, the 17th of April, 1865, was designated as the inaugural night. The house was not designed as a theater in the general

acceptation of the term then applied, but as a place dependent upon traveling companies, mainly operatic, a stock company was not chosen. In accordance with this idea, and to sustain its name, Crosby's Opera House was opened to the public by a season of grand Italian opera, under the direction of J. Grau. The company was from the New York Academy of Music, and numbered among its members Clara Louise Kellogg, Carozzi, Zucchi, Morensi, Fischer, Zapucci, Massimiliani, Lotti, Lorini, Susini, Foriani, Colletti, Muller and Ximenes.

The opening performance, however, was destined not to take place as announced. The assassination of President Lincoln produced such wide-spread consternation among the people of Chicago that amusements were unthought of. Manager Grau and his company had arrived in Chicago, and were prepared to carry out the programme set for Monday evening, April 17. Mr. Grau promptly declared the presentation of opera, under circumstances so deplorable, an impossibility, and advertised a postponement of the inauguration. Mr. Grau expected to pay the salaries of his people, but in that he was agreeably disappointed; for no sooner was it made known to them, than the leading members released their manager from his obligation, and evinced their sympathy by issuing the following card, in Italian:

"The irreparable calamity which has so suddenly befallen the American Nation, in the terrible removal of one of its great glories, in the person of its second father (Pater Patriæ) Abraham Lincoln, is felt by us, the artists of the Italian Opera Company, as deeply as though it were our own; and, wishing to participate in the general mourning, we approve of the just decision of our manager, Mr. Grau, to postpone the inauguration of the opera season, and thus pay our tribute of sorrow and tears to the memory of the martyr to a divine cause, and the man whom the history of America and the book of humanity will make immortal.

"(Signed)

ZUCCHI,	LOTTI,
KELLOGG,	BERGMANN,
MORENSI,	DUBREUL,
MASSIMILIANI	LORINI,
BELLINI,	COLLETTI,
SUSINI,	FORIANI."

The time announced for the commencement of the season was Thursday, April 20, and on that evening a most brilliant audience assembled. The opera rendered was "Il Trovatore," and the manner of its production was grand enough to satisfy even a less cordially disposed audience than that which filled every portion of the spacious house. The season continued four weeks, during which time were again given "Il Trovatore," "Lucia de Lammermoor," "Il Poliuto," "Martha," "Norma," "Faust," "Linda di Chamouni," "La Sonnambula," "I Puritani," "Un Ballo in Maschera," "Don Sebastian," "Lucretia Borgia," "Ernani" and "Fra Diavolo."

The Opera House was not continuously used, because, as has been stated, no regular company was employed. On May 25 and 26, concerts were given by Helene de Katow and James M. Welhi, and on the 29th, an amateur entertainment for the benefit of the Sanitary Fair was given by prominent society people. Three comedies were enacted, "Loan of a Lover," "Perfection" and "Poor Pillicoddy." The evening following that, "Macbeth" was produced by a company made up from the stocks at McVicker's and Wood's, the proceeds of which were also donated to the Sanitary Fair.

McVicker & Myers leased the Opera House July 8, 1865, and played a brief engagement with Mr. and Mrs. Charles Kean, opening with "The Gamester." On the 10th, "Much Ado About Nothing" was given.

The system under which this theater was conducted necessarily produced a varied, and not always com-

mendable, class of entertainments. Ostensibly devoted to the highest forms of art, serious lapses from that noble purpose must be noted. The combination system now in vogue was at that time but tentatively represented, and it was difficult to fill dates with the better and more famous actors, who did not travel then with supporting companies, as they now do.

Concerts were given in August by George W. Morgan, and in September by Karl Formes. Then came the Hanlon Brothers, six in number, famed as athletes, who displayed their remarkable skill in a comparatively untried field on September 15. A matinée performance was given by the Campbell & Castle English Opera Company October 12, they being then booked for regular nights at the Academy of Music on Dearborn Street. J. H. Hackett delivered a lecture, with illustrative readings, on the subject of Shakespeare's comedies, September 29; Bateman's concerts, at which Carl Rosa, the cornetist, appeared, began on October 23; and the third season of grand opera opened on November 8, under Grau's management, in a most encouraging manner.

The Music Hall was inaugurated November 29, 1865, by a concert company made up from Grau's Italian Opera Company. This room was designed for concerts and lectures only, and became a moderately popular audience room.

Edwin Forrest returned to the Chicago stage, from "the loophole of his retirement,"—which he sought June 23, 1848,—on the evening of January 22, 1866. The veteran showed traces of advancing years, in the declining of that giant-like physical strength which had borne him through many a mimic contest with the strongest men, but his mind was as active as of yore. The company was led by John McCullough, whose subsequent career demonstrated his right to claim legitimate succession to his master's robes, no less than to his rôles. Madame Ponisi and Miss Lillie sustained the first female parts in the plays presented. The opening night of this great dramatic event was devoted to the production of "Virginius," a play in which Mr. Forrest has never been surpassed.

James E. Murdoch gave a reading at Crosby's on Sunday evening, February 5, 1866, for charitable purposes. The event was a notable one, for the reason that the theaters were then but rarely opened Sunday night. A large audience greeted him, and those who listened to his "sermon in verse," "Enoch Arden," then fresh in the public mind, can never forget his rendering of it. Selections from Isaiah, Samuel, and other masterpieces of composition were also read.

In May, 1866, a stock company under the directorship of C. D. Hess and Leonard Grover, was organized for Crosby's Opera House, with the intention of filling time between the appearance of traveling parties. Among the people chosen were Mrs. Agnes Perry, Clara Walters, A. W. Fenno, Charles Pope, Frank Lawler, and J. E. Whiting.

The misfortune which, from the first, attended the Opera House, continued to increase as months rolled by. As a financial investment it was a failure. It soon became apparent that the property must change owners, but how to effect this change was a problem that perplexed those who were most concerned. On the 26th of May, 1866, public announcement was made of a scheme which promised to relieve Mr. Crosby, and at the same time place the property on a basis which would enable the new proprietor to convert it into a self-sustaining investment. It was proposed to organize a company, to be known as the Crosby Art Association, and dispose of the edifice by lottery. The art gallery

located in the building contained a large number of paintings and pieces of sculpture, many of which were by recognized masters, and some of which were valued at high figures. A prospectus was issued by the Association June 18, 1866, offering an explanation of the plan. The scheme contained the elements of popularity. The universal desire to acquire sudden wealth without the hazard of any considerable sum was a potent factor in the success of this enterprise. The more conscientious devotees at this shrine of Chance soothed their troubled minds, and excused their purchase of a "share," by the thought that they received an equivalent for their \$5 in the engraving donated with each ticket. Others satisfied compunctions of conscience with the specious argument that, by purchasing a copy of "The Little Wanderer," or any of the plates issued by the Association, they were assisting in the encouragement of artistic tastes. At all events, thousands of homes, and thousands of dark closets in other homes, were adorned with those well-remembered gems, while in every quarter of the land private pocket-books were lightened of greenbacks and weighted with the seductive bits of cardboard which suggested possible affluence. No scheme of this sort had ever aroused the degree of interest provoked by this gigantic venture.

It was announced that the drawing would take place on October 11, 1866, but no one was surprised at the postponement of that auspicious event, when the date arrived. The sale of lottery tickets at the host of branch-offices established throughout the country, went on apace. October came, and went. The thousands who expected to draw the capital prize strolled through the gallery and gazed at Cropsey's "Autumn" within and

on Nature's autumn without. Meanwhile stern winter chilled the hearts of those made sick from hope deferred, and yet the sale went on. The holders of tickets procured admission to the house to hear Parepa-Rosa and Brignoli sing; and many a patron of Italian opera that held grand carnival for three weeks from December 24, glanced complacently about, between the acts, and viewed the noble edifice which soon might be his own.

At last the day was set—the plan of distribution given to a gaping world. Two wheels were ordered made, into the larger of which two hundred and ten thousand tickets, numbered from the first even unto the last, were to be thrown and mixed in dire confusion by an able-bodied man. Into the smaller wheel three hundred and two tickets, each bearing a number, were to be cast, as representatives of the prizes to be drawn. These wheels were then to be stationed in conspicuous manner on the stage of the theater, and turned until the cards were thoroughly intermixed. A trustworthy individual was to be stationed at each wheel, and simultaneously draw, blindfolded, a card from out each fateful cylinder. The premiums were arranged in schedule form, by title, and numbered, beginning with the Opera House, as No. 1, and ranging down in value to the poorest picture among the three hundred and two prizes. The award was determined by the correspondence of the tickets taken at the same moment from the separate wheels.

The sales of tickets went on rapidly, and the distribution was advertised to take place January 21, 1867. When that day arrived, all of the certificates except twenty-five thousand five hundred and ninety-three were disposed of, and these were retained by Mr. Crosby,



CROSBY'S OPERA HOUSE.

who was willing to sacrifice much, rather than again to disappoint the public. So the drawing took place. The event was so humorously described in the columns of the Republican, the morning of January 22, that we quote from that paper as follows:

"When the dust of ages is recklessly scattered over this whole transaction, there will remain a dim, uncertain tradition to the effect that the Chicagoans had a god by the name of Crosby, and that on one occasion some grand religious ceremony took place in his temple. * * * With what impatience this day has been awaited, who can tell? Has there ever been one so 'big with fate,' since the pretorian guards put up the world's empire at auction?"

* * * It is quite unnecessary to enter into a description of the first steps taken in this important matter. * * * All the tickets (except 25,593, held by Mr. Crosby) having been disposed of, the drawing was fixed for the 21st—a day especially sacred to Saint Agnes, though what she can have to do with such affairs it is hard to say. All entreaties for delays—all appeals for the issue of more stock—were in vain. On Monday it must be, and on Monday it was. As all know, who know anything, this city presented, yesterday, and for two or three days previous, the most singular spectacle. It was a city taken by storm. It no longer belonged to itself. Every train from every point of the compass came heavily laden with strangers, who, being unprovided with certificates, rushed to purchase them, and re-appeared, after a time, furnished with engravings; or who, having been more provident, came to be present at the appointed time, in order to see that everything was fair. As a matter of fact, there were so many that it was utterly impossible to accommodate them. The hotels were filled. The Armory was filled. The saloons were filled. A proposal to erect a number of berths in the tunnel was made, but there was not time to put it into execution. * * * Not a few found their way to Kinsley's [a restaurant beneath the Opera House], and respectfully contemplated the wheels on exhibition there. They looked at them from a distance, with mouths agape, with the same reverence that an idolater would stare at his god. They walked around and around them; and finally, utterly carried away by their feelings, they broke out into idiotical chuckles, and poked themselves in the ribs, to show themselves that they saw the joke. *

* * * Where they all slept Sunday night—if they did sleep—who can say? Some roamed back and forth through the streets all night, stopping occasionally to take a little refreshment from the inevitable carpet-bag. Some sat on steps, and some on curbstones, and whistled. Some having insured warmth by a previous intoxication, laid themselves on the snow, and were still. But, when the morning came, all, with one accord, swarmed out from the nooks and crannies where they had stowed themselves, flocked to the Opera House, and stood patiently outside, beating their hands and stamping their feet. Not a word was spoken. No one looked at his neighbors. On the face of each one was a look of infinite peace—a look of possession. But the acts of the residents of the city were no less indicative of the importance of the day. There was no ringing of bells, no thunders of cannon and blare of trumpets. The occasion was too great to command it. But there was nothing done on 'Change. Pork and wheat were duller than the dullest. There was not a soul in the Court room, where the Stewart divorce case is in progress, except one judge, the counsel who spoke, and the jury-men—and the whole baker's dozen, would have willingly adjourned to the Opera House, had they dared. The shops were generally closed, and business was at an entire standstill. Nor was there much difference in other cities; for when there is nothing done here, there is nothing done anywhere else. As prize after prize was drawn from the wheel, an operator behind the scenes telegraphed the news North, South, East and West. Everywhere was excitement. * * * From Galveston to Calais, no talk of impeachment, reconstruction, or the tariff—whether gold was up or down. They only asked, 'Who will be the man?' and each one replied in his heart's heart, 'I guess it's me!' And thus they stared and waited until the doors were thrown open. Then came confusion, the most intense, and excitement unparalleled. The crowd flung itself into the broad passage, which was lined by Sergeant Jennings' squad, and became almost inextricably entangled. Carpet-bags were torn from clashing hands and trampled under foot. Pictures were dropped and crushed. Coats were rent. Toes were trodden on, and hats sunk to rise no more. Men screamed and women fainted. Policemen swore and sergeants scolded. At last the knot was untied, and the survivors, with wild and turbulent uproar, like dashing waves of stormy seas, swept up the stairs, leaving their dead behind them; leaving their baggage—though some still held the handle of a valise, or the rim of a hat—and boiled over into the Opera House, where they remained for a time expectant and quiescent. The first symptom of life was when three colored boys brought forward the wheels. The applause broke out with greater fervor when, after the lapse of a few min-

utes, the committeemen, with ticket-boxes under their arms, emerged from behind the scenes, and in solemn procession, wound their way to the front."

The committee who attended to the drawing was composed of W. F. Coolbaugh, J. C. Dore, James C. Fargo, I. Y. Munn, J. A. Ellis, Clinton Briggs, E. G. Hall, F. A. Hoffman, Amos T. Hall, Chauncey Bowen, of Chicago; David Pulsifer, of Boston; Charles P. Stickney, of Fall River, Mass.; Samuel Castner, R. M. Hedden, of New York; W. B. Thomas, C. H. Needles, Richard Smith, of Philadelphia; Walter Ingersoll, of Detroit; E. S. Rouse, of St. Louis, all representatives of heavy business houses in their respective cities. In the presence of the audience, the tickets were deposited in the wheels. A few of the pasteboards were spilt upon the floor, and the audience roared in agony and anger. Each feared that his ticket was thus irrevocably doomed to ignominious defeat. The large number of shares held by Mr. Crosby were represented in the wheel, and assurances were given by the committee that the full two hundred and ten thousand numbers were included in the list. When all was ready, amid breathless silence Peter Peterson turned the crank of one wheel, and Emile Riske manipulated the other. As fate would have it, twenty-six tickets were drawn before one of the nine great prizes was reached; the twenty-seventh drawing awarded Prize No. 5, Cropsey's "Woods in Autumn," valued at \$5,000, to ticket No. 35,460, held by J. J. Taylor, of Springfield, Ill. Then came a list of petty premiums, until the sixty-first drawing gave ticket No. 56,960, held by E. P. Dwyer, of Chicago, Prize No. 8, "Alpine Scenery," by Gignoux, valued at \$3,000. The eightieth drawing bestowed Prize No. 6, "Recognition," on the holder of ticket No. 21,996, presumably held by Mr. Crosby. The list ran on, amidst increasing excitement, as the three hundred and two chances were gradually narrowed by withdrawals, until, on the one hundred and thirteenth announcement the audience rose in wild confusion to hail the winner of the capital prize. Who held the fortunate ticket 58,600? Where was the man? Who was the man? Perhaps it was as well for him that he was not in the throng of wild-eyed, disappointed humanity. True it was, that no response came to the loud demands for his appearance. All was mystery. Some one called upon the committee to state who held ticket 58,600, but that august body of men proceeded calmly with the drawing, and left the audience to waste its fury in impotent lashings at Fate, and at strainings to catch a chance unfolding of the mystery. Again the wheels revolved, and at the 148th drawing, ticket No. 176,189, held by Mr. Crosby, received the third prize, "An American Autumn," valued at \$6,000. The masterpiece, by Bierstadt, "The Yosemite Valley," held at \$20,000, also fell to Mr. Crosby, on the 162d drawing; and the bust of Lincoln, by Volk, went into the same hands. The seventh prize, "Deer on the Prairie," by Beard, became the property of Daniel Russell, of Boston, who had purchased ticket No. 61,942. "Washington Irving and His Friends," by Darley, was included in the number of lucky tickets retained by the great projector of the scheme. There still remained some premiums to be disposed of, but with the awarding of the nine valuable lots, the audience lost especial interest, and gradually melted away.

The one absorbing theme was the solution of the mystery that surrounded the name of the man who had drawn the Opera House. The committee announced that the subscription books were sealed up, and no accurate information could be given until returns had been received from some branch-office. The action was,

as might have been foreseen, the cause of great dissatisfaction. Had it been stated at once that A. H. Lee, of Prairie du Rocher, Ill., held the winning ticket, this enterprise would have gone down in history as a most satisfactory lottery. But the publication of the following letters should have set at rest all doubts concerning the fairness of the disposal of the capital prize, The St. Louis Republican of January 24, 1867, contained the subjoined communication from Mr. Lee, addressed privately to his brother-in-law, Daniel G. Taylor of that city:

"PRAIRIE DU ROCHER, ILL., January 23, 1867.

"Dear Daniel:—I was very much astonished, last evening, about seven o'clock, by the sudden appearance of two men in our bedroom, where I sat reading by the side of my wife's bed, with the announcement that I had drawn the Opera House, in Chicago. I don't think that I was at all excited by the report. I had a slight acquaintance with Mr. Burroughs, one of the men; the other, from Waterloo, was an entire stranger. The only document they brought was a copy of the Missouri Republican, of the 23d inst., which had so many accounts of the matter that I hardly dared believe any of them. However, I bore the congratulations of my new friends with commendable fortitude, and dismissed them with suitable acknowledgments. After the lapse of half an hour, I was the recipient of sundry calls from the neighbors and friends in the village, all highly excited. The report had flown like lightning, and the whole neighborhood was in an uproar. I bore a hand at receiving the company, answered their numerous questions with as much dignity as I could assume, and, in a state of semi-unconsciousness of what it all meant, started off to communicate with Frank on the curious appearance of things. I had been there but a few minutes when a 'halloo' was heard at the door for 'Mr. Lee! Is Mr. Lee here?' Well, I went to the door and acknowledged that I was that person, and went at him with the question, 'What do you want?' 'Why,' said the poor frozen fellow, 'I have a despatch for you from Belleville. You have drawn the Opera House.' I received the document and read as follows: "

"A. H. LEE, Prairie du Rocher, Ill.

"Crosby's Opera House yours. Hold your ticket.
(Signed) J. B. CHAMBERLAIN."

"I mentally returned thanks to my new friend, Chamberlain, and went home considerably perplexed; not yet conscious of the reason for my being in the hands of so many new friends, who seemed to show so strong a desire to pay me attention. But a happy thought struck me. I will look at my ticket and see if there is anything in it. Well, Daniel, when I found it, there the figures stood, as plain as day—\$8,600, and no mistake. Meanwhile, Joe and Ma had got hold of the matter, and, to my unbounded astonishment, received it as a fact. I had undressed myself, as it was growing late, and was sitting in my long-tailed nightshirt, discussing the events of the evening, when a thundering knock at the door announced that all was not over yet. Ma went to the door, and quickly returned with the intelligence that 'a man' wanted to see me, and that he said I had drawn Crosby's Opera House. 'The devil!' said I, 'I wish they had to swallow the Opera House.' After dressing, I went down to receive the new messenger. He bowed to me, I thought, as though I were a man of property, and in suitable style delivered his credentials. I looked carefully over a very well written letter of six lines, and derived such information as induced me to believe that the lucky holder of \$8,600 was about to become a man of property, sure enough; for this letter came from Messrs. Pettes & Leathe, sent, as they say, by instructions of Mr. Crosby himself. I found this last messenger pretty well informed, and, after seeing him eat a hearty supper and arrive at the condition wherein people, generally, are confidential and good-natured, I took him aside, and asked him if it were a fact, and no mistake. He gave the most solemn assurance, that there was no mistake about it. Very well, Daniel, as I am really the possessor of ticket No. 58,600, I suppose the Opera House belongs to me; and I just say to you that it is for sale. I suppose that somebody wants to buy it, and I have to ask you to sell it for me. It is impossible for me to leave my wife in her present condition, or I would go up to you at once. I must wait until she gets better, whether I secure the Opera House or not.

"Your friend and brother,

"A. H. LEE."

To Mr. Crosby he wrote:

"PRAIRIE DU ROCHER, ILL., January 23, 1867.

"U. H. CROSBY, Esq., Chicago, Ill.

"Dear Sir:—I received a dispatch last evening, via Belleville, and a note, by courier, from Messrs. Pettes & Leathe, of St. Louis,

acquainting me with the very interesting fact that my ticket, No. 58,600, had drawn the Opera House. It would seem that a sight of the ticket is of some consequence, as several parties from St. Louis have already been here to have a look at it. I am sorry to say that I am unable to leave home just now, on account of the dangerous illness of my wife, which is a great drawback to the pleasure which I should enjoy at this marvellous piece of good fortune. I have written to my brother, Daniel G. Taylor, of St. Louis, to answer all questions for me concerning the business, until such time as I may be able to leave home. In the meantime, I remain your very much obliged and very humble servant.

"A. H. LEE.

"P. S. If you should desire to make a proposal for the Opera House, please correspond with Daniel G. Taylor.

A. H. L."

On the 25th of January, Mr. Lee was enabled to visit Chicago. The card given below explains the result of his interview with Mr. Crosby:

"CHICAGO, January 26, 1867.

"To the Editor of the Chicago Republican:—I desire to publicly acknowledge the obligation I am under to U. H. Crosby, Esq., for the promptitude and courtesy with which he has dealt with me as the owner of the Opera House. As soon as the books were unsealed by the committee, and my name was discovered, a telegraphic message was sent by him to Pettes & Leathe, the agents of the Association at St. Louis, to 'put a faithful man on horseback and at once notify me of the fact.' This was done without expense to me. The illness of my wife has prevented me from coming to Chicago sooner. It was my wish and request that I might come here and transact my business with Mr. Crosby without becoming the object of unpleasant notoriety, and without having my name heralded in the newspapers; and I feel deeply indebted to him for the considerate manner in which the request has been observed, especially as it has cost him some embarrassment as well as occasioned invidious comment. Feeling that the Opera House should properly be owned by Mr. Crosby, I made him the offer to sell it to him for \$200,000, and the offer was accepted in a spirit which was most gratifying, and the money promptly paid me. My connection with the Opera House having thus happily terminated,

"I am, very respectfully and sincerely yours,

"A. H. LEE."

Thus ended the greatest lottery venture ever undertaken in Chicago. The ruffled current of life flowed on, until, in the course of natural events, the keen edge of disappointment was dulled by time's corroding cares, and the animosities engendered were changed into topics of jest and idle sport.

Adelaide Ristori was announced to make her first appearance in Chicago, on the evening of January 21, 1867, the date made memorable by the distribution, but delayed trains prevented her arrival in time to fill the engagement. Madame Ristori's opening night was, therefore, January 22, on which occasion she presented Montanelli's version of Legouve's tragedy "Medea." She received a well-deserved ovation.

An interesting engagement was that of J. W. Wallack and E. L. Davenport, who made their first appearance in Chicago September 16, 1867, the former actor playing Iago to the latter's Othello.

November 28, 1867, was a gala day in Chicago. In the first place it was Thanksgiving-day, and next, and most important, Weston, the pedestrian, was that morning to conclude his great walk from Portland, Maine, to Chicago, and to hold two receptions at Crosby's Opera House in the afternoon and evening.

Weston began his walk at noon of October 29, at Portland; and, on a wager of \$10,000, agreed to walk to Chicago, a distance of 1,237¾ miles, in twenty-six secular days—thirty days in all. Great interest was manifested throughout the entire country in the performance of the feat, and large sums of money were wagered on the result. The Chicago papers were filled daily with full accounts of the progress of the pedestrian, and all along the route the people turned out to see him. He arrived at the Hyde Park Hotel, within his time, on the night of Wednesday, November 27, and prepared to

make his triumphal entry into Chicago the next morning.

At 8:53 o'clock the next day he proceeded on the last stage of his journey. The whole city seemed to turn out to see and welcome him. Rumors had been spread abroad that he was not to be allowed to complete his walk, but that some act of violence would prevent him. As he entered the city, an escort of over eighty police, under Captain John Nelson, the chief, and Jacob Rehm, the superintendent, met him, and marched in a hollow square, with him in the center. Wabash Avenue, from Thirty-first Street to Monroe, the line of march, was bright with flags and banners, and the windows of the houses and the sidewalks were crowded with the thousands who desired to get a glimpse of the pedestrian, and witness the final stage of his walk. It required all the power of the police to keep the way clear for him. No conquering hero of war was ever received with greater plaudits, nor witnessed a greater triumph. At Monroe Street, the pedestrian turned toward the Post-office, which he reached at 10:36 o'clock. Thence he continued along Dearborn to Lake, on Lake to Clark, and then to the Sherman House, where the streets were completely blockaded by the people. He then showed himself from the Sherman House balcony, and the police finally succeeding in making a way for him, the pedestrian continued his walk to the Opera House, where it was practically concluded. Amidst great congratulations and shaking of hands he passed up to the private office of U. H. Crosby, where he appeared for a few moments at the window, and then made his bow and passed from sight.

In the afternoon a public reception was held in the Opera Hall, but not more than half an audience assembled. James W. Sheahan introduced Mr. Weston, with the following remarks:

"Ladies and gentlemen: I beg leave to introduce to you Mr. Edward Payson Weston, the great American 'walkist.' Mr. Weston is known to you, and to the country generally, as an athlete in the particular line in which he has just finished his performance, but to his friends and acquaintances he is also known as a journalist and editor, and consequently as a gentleman of culture and respectability. Ladies and gentlemen, I have a large acquaintance with that profession, and I can say that Mr. Weston is the fastest journalist on record. He has walked from Portland to Chicago, 1,300 miles, which distance, if it were put into a straight line, would be nearly equal to half-way across this continent. And this he has performed in twenty-five days, averaging fifty-two miles per day, something not equaled by any other man. He has also walked in one day ninety-one miles; in another, eighty; and in another, seventy; and here he is to-day, as fresh, almost, as he was when he left Portland. That is the performance of Mr. Weston, 'walkist' and editor. Ladies and gentlemen, I introduce you to him."

Mr. Weston stepped forward amidst great applause, and gave some account of his walk and the circumstances that led to it. In the evening another reception was held at the same place, with not any better attendance, and with about the same line of remarks. On Wednesday evening, December 4, the citizens gave Weston a testimonial benefit at Farwell Hall, at which he illustrated his several styles of pedestrianism.

The spectacular drama resumed its clutch upon the popular taste December 3, 1867, at which time Jarrett & Palmer unfolded the sparkling beauties of "Undine."

Gilmore's concerts began January 20, 1868. The company contained Camilla Urso, Mr. Arbuckle, and Mrs. H. M. Smith.

Fanny Janaushek made her first appearance in Chicago February 18, 1868, as Medea. The triumph achieved by this eminent artist was equal to that won

by Ristori. The engagement lasted two weeks, and the repertory consisted of "Adrienne Lecouvreur," "Mary Stuart," "Deborah," "Marianna," "Thusnilda," "Emilia Galotti," and "Love and Intrigue." These were given wholly in the German language.

Edwin Forrest bade farewell to the people of Chicago in an engagement commencing March 23, 1868. J. Newton Gotthold, supported by Blanche De Bar, produced, for the first time on any stage, April 6, 1868, an English rendition of "Uriel Acosta," translated by Otto Peltzer, of Chicago.

"The White Fawn," under Jarrett & Palmer's management, began a run which continued from June 1 to July 18, 1868. They then presented the spectacular play "Undine," which retained a successful hold upon the public until August 8.

Early in 1869 "The Three Guardsmen" was given, with moderate success. A local comedy, called "Young Chicago," is also remembered, in which George D. Miles and a lady pupil introduced the novelty of velocipede riding on the stage.

The stock plan was then resorted to, with McKee Rankin and Emily Jordan in the company. Boucicault's successful play, "Formosa," which was running at McVicker's and Wood's, was brought out at Crosby's. Mr. Rankin appeared as Rip Van Winkle October 11.

Lydia Thompson introduced her blondes to Chicago people November 22, 1869, in musical burlesque, and played a return engagement February 14. On the 24th of that month Miss Thompson, with Pauline Markham, Mr. Henderson and a man named Gordon, performed an act not announced in her bills. Wilbur F. Storey, of the Chicago Times, saw fit to advert to the entertainments given by this troupe, in the columns of his journal, and used language by no means equivocal in classifying the woman who gave her name to the party. The offended women waited on Wabash Avenue, near Peck Court, for Mr. Storey's appearance, about 5 p. m. of the day last referred to, and there proceeded to chastise the editor. Several blows were inflicted upon him, by whips in the hands of Miss Thompson and her female friend. For this assault, Mr. Storey caused the arrest of the four persons concerned in it, and preferred a charge of assault with a deadly weapon, with intent to do bodily injury. The case was publicly tried and gained considerable notoriety.

The Concordia Mannerchor, a local German musical society, brought out the "Magic Flute" opera April 4, 1870, and gave three performances, on the 4th, 5th and 8th. The Germania Mannerchor produced "Stradella" May 10 and 14. Marie Seebach, the German tragedienne, made her appearance in this city November 21, and during the week gave "Mary Stuart," "Jane Eyre," and "Faust."

Christine Nilsson's acquaintance with Chicago audiences dates from December 21, 1870, on which occasion she sang in concert, assisted by Anna Louise Cary, Brignoli, Verger and Veulements. Three concerts were given at Crosby's and two at Farwell Hall, the latter on Saturday, December 31, afternoon and evening.

The name of James Fisk, Jr., is incidentally associated with the Opera House, through his having leased it to produce a most wretched spectacle called "The Twelve Temptations." The play was given for more than a month, beginning December 28, 1870.

The refusal of Rev. Mr. Sabine to perform funeral rites over the body of George Holland, in New York, and his contemptuous reference to "the little church around the corner," provoked a feeling of profound indignation among the profession here. With the gen-

erosity which characterizes the dramatic world, a benefit was at once planned, by Joseph F. Wheelock, J. W. Blaisdell, J. W. Jennings, Owen Fawcett and others, in the interest of the "little church." The press contributed all advertising, and the public nobly responded. A grand entertainment was given at Crosby's February 16, 1871, by representatives of the several stock companies in the city, and nearly \$2,000 were forwarded to Rev. Mr. Houghton, pastor of the now famous church, as a token of approval.

Charles Wyndham and his English Comedy Company opened at Crosby's, for the first time, March 27, 1871, and remained two weeks.

During the summer of 1871, Crosby's Opera House underwent material alterations. Some time prior to this, the proprietary interest passed into the hands of Mr. Albert Crosby, who evinced a no less enterprising spirit than that formerly shown by the founder. All that designers, decorators and upholsterers could devise was assented to by the owner of the house, and a most lavish expenditure of money was permitted, the cost of the improvements being stated at about \$80,000.

After so elaborate an effort to please the public, and supply Chicago with a magnificent temple of art, expectations of a grand opening were justifiably indulged in. The management announced:

"The season at the Opera House will be inaugurated on Monday, October 9 [1871], by Theodore Thomas, with his concert organization of sixty performers, who will give a series of ten grand symphony and popular concerts. The following soloists will appear for the first time in this city: Miss Marie Krebs, pianist; Mr. Bernard Listemann, violinist; Mr. Louis Schreiber, cornet-piston; Signor Luigi Rocco, harp."

The Tribune of October 8, 1871, remarked:

"The decorators and upholsterers are still busy putting the finishing touches on the Opera House. * * * The house is virtually ready, with the exception of the locating of the large bronzes and a few other ornaments and the laying down of the carpets. Everything will be in readiness by Monday evening [the 9th] for the re-inauguration by Theodore Thomas, and we may look forward with certainty to an evening more memorable, both in sight and sound, than that evening, six years ago, when Zucchi, Kellogg, Morensi, Bellini, Susini and Mazzoleni sang, and Crosby's Opera House was first dedicated to art. The orchestra which has the pleasurable privilege of playing for the first time in the new auditorium holds even a higher place in music than that operatic organization, excellent as it was. * * The programme for the opening concert, in deference to the conventionalities of opening nights, is a popular one, with the exception of one or two numbers. * * The box-office sheets are crossed to an extent which indicates that the whole house, gallery and all, is nearly sold for the first night. Mr. Thomas will receive a royal welcome that will make compensation for the memories of a season or two ago, when a few hundred listeners coldly heard his matchless band."

The proposed programme is appended:

PART FIRST.

Overture .. Leonora, No. 3 .. Beethoven.
Scherzo .. Symphony No. 3, E flat, op. 97 .. Schumann.
Concerto .. No. 1, E flat .. Liszt.
Miss Krebs and Orchestra.
Kaiser March .. New .. Wagner.

PART SECOND.

Overture .. Der Freischütz .. Weber.
Theme and Variations, Quartet, D minor .. Schubert.
String Orchestra.
Saltarello .. New .. Gounod.
Polonaise .. A flat, op. 53 .. Chopin.
Miss Marie Krebs.
Overture .. Zampa .. Herold.

Had the power of divination been possessed by the one who wrote the paragraph quoted from the Tribune, and an attempt been made to forecast the actual scene of October 9, many of the expressions used in the announcement would have found appropriate place in the

prophesy. The night was "more memorable, both in sight and sound," than that on which the Opera House was dedicated to art; but the programme selected by Fate was not a popular one. The greeting of Mr. Thomas was "royal" in grandeur and of appalling warmth. On that night the books of the Opera House were forever closed. That night the Demon of Desolation shook his smoky wings above those noble walls, and blew the fiery breath of fell destruction through the lofty pile. Gigantic in its conception, magnificent in



RUINS, CROSBY'S OPERA HOUSE.

the execution of its plan, monumental in its achievement, blurred with financial losses, yet rallying from them by an effort consistent with its general magnitude, the ending was like unto the beginning. As it was the greatest of its kind while existing there, so it was in its destruction swept away by the greatest flood of fire. Its end was absolute, for among the institutions obliterated from the earth forever by the fire was Crosby's Opera House.

WOOD'S MUSEUM.—What a host of recollections come trooping up at the bare mention of that famous place of amusement. The interest centers in the cosy little theater, tucked away, regardless of the possibility of disaster, as though the thought of fire had never entered mortal mind. The evenings spent in that pleasant resort, where so many sterling plays were given by an excellent company, imparted a sense of satisfaction that survives the wearing processes of time and lives fresh in the memories of those who were numbered with the nightly auditors.

The inception of the Museum dates from the summer of 1863. The Tribune, of July 6, of that year, referred to the project thus:

"We make the announcement with pleasure that, through the liberality of two of our worthy and public-spirited citizens, the St. Louis Museum has been purchased, and will soon be removed to, and permanently located in, this city. This Museum is much the largest in the West, and in several of its features the choicest one in the United States."

The original collection was made by Edward Wyman, and consisted of such articles of interest as usually

excite public curiosity while they are peacefully reposing under glass. Rooms were obtained at Nos. 111, 113, 115 and 117 Randolph Street, and there, on the 17th of August, 1863, doors were first opened, under the new management, to a Chicago audience. The corps of officials comprised the following: John O'Mellen, gen-

panorama of the City of London. Those patrons who were content to gaze at the curiosities alone, including the moonlight beauty and Zeuglodon, were taxed but twenty-five cents, while those who wished to view the wonders of the metropolis were obliged to contribute fifteen cents additional to the general fund. Six distinct departments were maintained.

It is stated that, so popular did the Museum at once become, fully ten thousand visitors were entertained during the first six weeks of its existence. The exhibition hall was fitted up for concerts, and during September, 1863, Madame Anna Bishop sang to appreciative audiences from that stage. The next attraction to appear was the "Ghost," which baffled detection, on the 20th of September. This mechanical delusion produced a marked sensation East and West, before the mystery of the method of its production was explained. The Museum reaped a handsome profit from its enterprise in first showing the public the clever trick. But the management was not satisfied with specialties, and on the 26th of November opened a season of opera, with the Holman Troupe, in "The Bohemian Girl." November 30, the Ravel Troupe of pantomimists played an engagement at this house.

The drama was inaugurated at the Museum, Decem-

ber 14, 1863, by J. W. Lanergan, with a stock company. The first play given was "The Lady of Lyons," and this was succeeded by "Still Waters Run Deep," "The Hon-ey-moon," and other standard dramas. The season was not a financial success.

A change in the management took place January 25, 1864, at which time Colonel J. H. Wood became proprietor. Among the new attractions in the department of natural history was a sea lion from Barnum's collection, which excited popular interest and served to largely increase the daily attendance. Colonel Wood appreciated the importance of a dramatic adjunct to the Museum, and at once secured the services of a stock company. Arrange-

ments were made whereby the audience rooms known as Kingsbury's Halls, both upper and lower, at the rear of the Museum rooms proper, were transformed into a neat and comfortable theater, with three tiers of seats, called, respectively, parquette, dress circle and gallery. Four small boxes were built at the sides of the stage, which were comfortable when once safely reached. The stage was thirty by sixty feet in size, and well provided with suitable scenery. The prevailing color was white, and the good taste of the designer was manifested by the absence of tawdry display. The ceiling was handsomely decorated, in simple and agreeable style. Patriotism was expressed by a spread eagle, in bright colors, surmounted by the national flag and the motto "E pluribus unum." The seating capacity of the house was about one thousand five hundred. On the evening of



eral manager; John M. Weston, manager of amusements; B. L. McVickar, treasurer; J. P. Bates, curator; John E. Seeger, superintendent of art gallery.

Among the natural history curiosities, and the object which claimed the largest share of notice in every sense, was the Zeuglodon, a fossil relic of prehistoric times, which extended its ninety-six feet of bony length to thousands of wondering eyes. On the upper floor was the "hall of paintings," where some really fine works of art were shown, although it is probable that a high standard of judgment was not always adhered to in the selection of the greater number. One of the larger paintings represented the murder of Jane McRae, which occurred near Fort Edward, N. Y., at an early day in the history of that section. The hapless maiden had been intrusted to the care of certain Indians, who were to convey her to a place of safety to meet her betrothed. The guides fell into dispute concerning the reward of their services, and settled the difficulty by slaying the girl. Commenting upon this picture, the Tribune expressed the opinion that the drawing and anatomy of some of the Indians was at fault, but it approved of the "marble and moonlight beauty of the slaughtered maiden."

An exhibition hall occupied a portion of the Museum rooms, at the rear, and therein was nightly unrolled a



AIKEN'S MUSEUM AND RUINS.

March 22, 1864, this cosy little temple was opened, by a stock company under the management of A. D. Bradley. The leading members were Frank E. Aiken, Mrs. L. B. Perrin (née Woodbury), Mr. and Mrs. John Dillon, Mr. Richards, Mr. Reed, Miss Anderson, and Miss Axtel. The orchestra was under the direction of Mr. Stevens. The initial play, as upon the former opening, was "The Lady of Lyons." It should be observed that the theater was called the Lecture Room. Appropriate exercises were added to the opening programme. Among other interesting features was the reading, by Mrs. Perrin, of a dedicatory prologue from the pen of the well-known journalist and critic, Henry Chisholm. One peculiar blemish marred the pleasure of attendance at Wood's, and that was the staring advertising curtain that dropped between the plays, recalling the audience from the illusions of the play to the realities of commercial life.

Frank E. Aiken leased the Museum early in 1868, and devoted his best energies to the sustaining of the popularity he had achieved. He pursued the plan of presenting new English pieces, and, August 31, brought out Boucicault's dramatization of Reade's "Foul Play." Alice Holland joined the company, and a season of Irish drama was enjoyed about this time. Mr. Aiken retired from Wood's on January 16, 1869, to take the management of the Dearborn-street Theater, and was succeeded by John W. Blaisdell, in the spring of that year. The house was devoted to minstrelsy for a time, with Harry Macarthy and Sharpley's Minstrels in specialties and burlesque.

March 9, 1869, Wood's was re-opened, with a stock company including McKee Rankin, M. V. Lingham, J. W. Jennings, A. D. Bradley, J. D. Germon, May Howard, Katy Fletcher and Anna Marble, in Robertson's play, "School." In July a drama called "The Workmen of Chicago," introducing a steam engine and practical machinery on the stage, under the management of J. Z. Little, was presented. In September, Mr. Aiken returned to Wood's, announcing himself as proprietor and manager, and soon brought out Boucicault's drama "Formosa," then running at McVicker's and Crosby's Opera House. The name of Wood's was changed to Aiken's Museum, in November, and in January, 1870, Mr. Aiken appeared as Dan'l Peggoty, in the play "Little Em'ly."

Colonel Wood resumed management of the Museum, and Mr. Aiken retired in June, 1871. Wood's Museum once more became the name of the house.

Early in October, 1871, the play "Divorce" was running, and was billed for the week beginning the 9th. The great fire swept over Randolph Street, on that night, utterly obliterating Wood's Museum, and leaving only a tradition of the struggles, the vicissitudes, the triumphs and the heart-burnings which marked its career. Of the influence of this house upon the development of the drama much might be written, were this a polemic rather than an historic sketch. The general tone of the drama presented here was of a high order, and the art of acting found in the stock companies many a devoted, patient student and disciple. The benefit of Wood's Museum is felt to-day, and ever will remain a primary factor in the problem of lofty accomplishment in the field of dramatic effort.

KINGSBURY HALL.—This public hall, which was subsequently converted into Wood's Museum Lecture Room, was fitted up in the building on the north side of Randolph Street, between Clark and Dearborn. W. A. Christy and Byron Christy leased Kingsbury Hall,

and named it Christy's Opera House, opening a season of minstrelsy therein April 23, 1862. Arlington, Kelly, Leon & Donniker's Minstrels occupied this house July 1, 1863.

BRYAN HALL.—In the summer of 1860, Honorable Thomas Barbour Bryan erected the building which bore his name, on Clark Street, between Washington and Randolph, where the Grand Opera House now stands. The auditorium was sixty-five feet by eighty feet in size, divided into parquette, dress circle and gallery. The hall was the third in seating capacity in the city, and contained one thousand one hundred comfortable seats. The stage was thirty-five feet in width by thirty in depth, on each side of which were two proscenium boxes. On the 17th of September, 1860, the hall was dedicated to music and the drama, by a grand concert under the direction of Hans Balatka. The exercises were begun by the reading of an ode, from the pen of B. F. Taylor. The musical programme comprised the overture to "Robespierre," a symphony by Mozart, and the finale to the opera "Euryanthe."

The hall was especially adapted to fairs, social entertainments, balls and concerts, and was supplied with ample kitchen facilities for the preparation of refreshments.

The Philharmonic Society gave its first concert in this hall, under the direction of Hans Balatka, November 19, 1860; and here also, on March 31, Hermann made his first appearance in this city.

HOOLEY'S THEATER.—R. M. Hooley became possessed of the Bryan Hall property in the fall or early winter of 1870. An extract from the Tribune of January 3, 1871, explains the object of that transfer, in a reminiscential vein, as follows:

"Old Bryan Hall, which years ago witnessed so many pleasant musical entertainments; where Frezzolini, Laborde, Lagrange, Cordier, and Colson once sung; where the Philharmonic concerts were born, and where they lived and died; where Mrs. Mozart and Mrs. Bostwick, and Cassie Matteson, and Jules Lombard, and De Passes used to sing—old Bryan Hall, after undergoing megalomania into a carpet store, once more dons a new suit—this time of theatrical raiment,—and is introduced to the public as Hooley's Opera House. We need not say who Mr. Hooley is. He is, financially, the most successful man ever engaged in the minstrel business, and, by the aid of bones and tamborine, has played his way into a handsome fortune. His little opera house is a perfect bijou of a place, fitted up with remarkably good taste, and exceedingly well adapted to minstrel uses."

The house was opened January 2, 1871, by Hooley's Minstrels, to an immense audience. Minstrelsy held the boards until the summer of 1871. On the 5th of June, Katy Putnam began a two months' season, during which she achieved success in "Fanchon," "Sans Souci," "David Garrick," and other plays.

In August, Mr. Hooley associated himself with Frank E. Aiken, and engaged a regular dramatic stock company, comprising Frank E. Aiken, J. H. Fitzpatrick, Frank Lawler, M. C. Daly, J. R. Vincent, S. L. Knapp, George A. Archer, Harry Gilbert, David Osborne, J. C. Morrison, Augusta Dargon, Fanny Burt, Lizzie Herbert, Annie Champion, Mrs. M. C. Daly, Belle Remick, Lizzie Osborne, Kate and Annie Tyson. "The Two Thorns" was produced September 4, for the first time in this city.

The centennial anniversary of Sir Walter Scott's birth was widely celebrated by the profession in 1871, and was appropriately observed in this city, at Hooley's, August 14-16, by a special combination of the stock companies then playing here. On the 14th, "Rob Roy" was produced, in which the clansmen of the Caledonian Club appeared. The cast was:

Helen McGregor.....	Mrs. Anna Cowell.
Diana Vernon.....	Kitty Blanchard.
Rob Roy.....	McKee Rankin.
Major Galbraith.....	J. H. Mc Vickier.
Mr. Owen.....	John Dillon.

And other characters by members of the companies. On the 15th, "Guy Mannering" was given, with Mrs. Sarah G. Perrin as Meg Merrilies, and Kittie Blanchard, Annie Champion, Kate Waldron, Katie Mayhew, Joseph Wheelock, Con T. Murphy, and others in the cast. On the 16th, the play was "The Heart of Mid Lothian," in which Louise Hawthorne played the part of Jeannie Deans, and Mrs. E. T. Stetson that of Madge Wildfire. The proceeds of these performances were to be devoted to the erection of a memorial statue to Sir Walter Scott. The fire prevented the execution of this plan.

Miss Dargon made a great hit as "Camille," in September, at this house. On the 25th of that month, Mrs. Alice Oates began a season of comic opera. The fatal month of October opened at Hooley's with Boucicault's "Long Strike," which was billed for one week from the 2d.

The week beginning October 9 was announced to witness the production of Giacometti's tragedy "Elizabeth," with Mrs. Lander in the title rôle, supported by James H. Taylor as Essex, and the stock company in the cast. The bills also promised an early production of "Marie Antoinette" for the first time in the English tongue. But, alas! neither were destined to see the footlights. On the night of October 9, Hooley's Theater was a mass of smoking ruins.

R. M. HOOLEY.—The patriarch among Chicago managers, the benefactor of the indigent actor, and the friend of the entire profession, is R. M. Hooley, more widely known and affectionately referred to as "Uncle Dick." He is one of the few American managers who dates back away into the forties, with a reputation as a successful originator and promoter of amusements on two continents, and whose benign face is as marked in London, Paris and New York, as in Chicago, the city of his adoption and pride. Mr. Hooley is not one-sided or jealous in business, but recognizes the duties, rights and privileges of citizenship. His experience is varied, his judgment sound and his advice valuable. His opinion is always sought on matters pertaining to the advancement of our enterprises and the development and welfare of our city. Richard M. Hooley, the son of James and Ann Hooley, was born April 13, 1822, in Ballina, County Mayo, Ireland, but was brought up in Manchester, England, whither the family removed when he was ten months old. James Hooley, his father, was a well-to-do dry goods merchant, who intended that his son Richard should become a physician. Accordingly, he became a student at Hyde Academy, near Manchester, with the intention of fitting for the medical profession. A natural love for art, however, conquered paternal intentions and scientific possibilities. R. M. Hooley grew quickly to be a phenomenal master of the violin, and, in 1844, came to America on a pleasure trip. He remained in New York, where, his talent being heard and recognized, he was offered the musical leadership of E. P. Christy's Minstrels. Two years with Mr. Christy inspired him to become a manager himself, as his shrewd business instincts pointed out to him great opportunities in successfully governing men and for furnishing the public with a banquet of fun, for which they were confessedly hungry. In 1848, he took a company of his own to Europe, opening at Her Majesty's Concert Rooms, in Hanover Square, London. He played throughout England, Ireland and Scotland, and in Paris and Brussels, upon the Continent. He returned from his European success, in 1853, and for two years managed different traveling companies of his own. He went to California in 1855, and entered into partnership with "Tom" Maguire, managing Maguire's Opera House. He made eight trips East, by sea, three across the Isthmus of Nicaragua, and five by way of Panama, taking out Mr. and Mrs. James Wallack, Mr. and Mrs. John Wood, and other dramatic celebrities, introducing them for the first time on the Pacific Coast. He returned East, in 1858, playing in the different cities until 1859, when he opened at Niblo's with George Christy and a minstrel company that afterward became famous as Hooley & Campbell's Minstrels. After a nine months' season, the "Wide Awakes" and political excitement incident to Lincoln's election drove them out of New York and on to the road.

The company disbanded in 1861, at the Walnut Street Theater, Philadelphia, and Mr. Hooley went back to New York. Like Micawber, he waited. "It turned up" in Brooklyn. He settled there, and established the first permanent place of amusement in that city, opening in September, 1862, with Hooley's Minstrels, running seven years, and clearing \$300,000, the most emphatic, unlooked-for and unparalleled success recorded in the annals of negro minstrelsy. Richard M. Hooley came to Chicago in 1869, and built Hooley's Opera House, on Clark Street, on the present site of the Grand Opera House. It was a success, and when swept away by the fire, in 1871, was under the management of Frank E. Aiken and Frank Lawler, and was filled by a stock company. Mr. Hooley had only leased it to Frank Aiken a week or two before the fire, for a period of five years, and had retired, his income at that time being over \$31,000 per annum. When the smoke cleared away, Mr. Hooley had lost \$180,000, and was on his way back to Brooklyn—not, however, before he had exchanged the Opera House ground for the site on Randolph Street where now stands Hooley's Theater. During 1872, he returned to Chicago, and, in October, opened his new theater with Kiralfy's Company, in the "Black Crook." Hooley's Theater was better known in those days as "Hooley's Parlor Home of Comedy," as, before the opening attraction, he put in, and retained, for four years, the best local stock company Chicago ever had, and became noted for the mounting and elaborate setting of the popular comedies and reigning productions. He gave up the Brooklyn Theater in 1878. From grand opera to burlesque, Hooley's Theater has always been successful, especially so since the panic of 1873. The house was remodeled in 1883, and again in 1885. Mr. Hooley's peculiar ability in managing men and theaters is a natural gift, strengthened by experience possibly, but not in any sense acquired by imitation. In a brief biography like this, dealing only with facts, and omitting flattery and personal praise, we can not refer to the world of interesting incidents which crowd the history of his life. He has never rested. His active life, always theatrical, if dwelt upon at length, would be contemporaneous with the history of our amusements. His taste and original ideas are to be found in different theaters in other cities, which, at various times, have been under his management. In Brooklyn, Philadelphia, Chicago, New York, San Francisco and London, and many American cities and towns, Mr. Hooley's management has improved in beauty, convenience and reputation the leading amusement houses. It is said that he has built, remodeled and managed more theaters than any other manager now living. Mr. Hooley's word is always at a premium. It is with him both principle and pride to be fair, honest and truthful with his fellowman. He married Miss Rosina Cramer, of New York City, in San Francisco, in 1856. They have had four children, three daughters and one son—Rosina, Grace, Mary and Richard, the eldest and youngest now being deceased.

NORTH'S AMPHITHEATER.—In April, 1855, Levi J. North brought his circus to Chicago, and began an extended season. Satisfied that the city was large enough to sustain a regular place of amusement, wherein performances of a mixed equestrian and semi-dramatic character should be given, Mr. North erected a spacious amphitheater, on the south side of Monroe Street, near Wells, and opened its doors August 4, 1855. The special attractions consisted of such as are usually seen in a circus arena. The next year, C. R. Thorne became manager, and changed the name to that of National Theater. A stock company was engaged, and the interior of the building was fitted up for legitimate dramatic work. Among the leading members of this company were Mrs. and Miss E. Thorne, L. Mestayer and W. F. Johnson. In 1857, the place was re-adapted to equestrian, spectacular and pantomime entertainments, at an expense of \$20,000. One of the most elaborately presented plays was "Uncle Tom's Cabin," February 9, 1857, which achieved a long and profitable run. This was followed by "Dick Turpin," and that, in turn, by "Mazeppa," in both of which especial importance was attached to the equestrian features of the piece. In May of this year, Mr. North again transformed his house into a legitimate theater, and opened with J. H. Wallack, in "Othello," "Virginius," and standard plays. Dion Boucicault and Agnes Robertson came at the close of Mr. Wallack's time, in May. The principal members of the Chicago Theater were then secured, to

strengthen the stock, and consecutive performances were given.

William E. Burton, the eminent comedian, made his last appearance in Chicago at this house, beginning July 7, 1857. His death occurred in New York City, in February, 1860.

The engagement of Maggie Mitchell, in September, 1857, and of Mr. and Mrs. John F. Drew, in May, 1858, were the important events at North's, during the next few months.

The management of the house passed to D. Hanchett, lessee, in the summer of 1858. In September following, Mrs. Julia Dean Hayne revived old times by here, producing "Ingomar" and other of her strong plays.

In April, 1859, Frank Drew leased the theater, and, on the 11th of that month, H. C. Cooper's English Opera Company dedicated the amphitheater to melody, by rendering "La Sonnambula." The season lasted two weeks, and several operas were given, with Anna Miller, Miss Payne, Brookhouse Bowler and Aynesley Cook in the casts.

The house ceased to be a profitable one in 1859, and, after a precarious existence, was sold. The building was permitted to fall into decay. In 1864, it was used as temporary quarters for soldiers who were waiting to be paid off, and, finally, the remains of the edifice were torn down.

VARIETIES.—Messrs. Van Fleet & Chadwick leased the hall in the building Nos. 115 and 117 Dearborn Street, in July, 1863, and introduced variety performances there. Dramatic work was done in September, at which time the play "Aurora Floyd" was popularly produced. Tony Pastor played here January 12, 1864. In 1865, the management came into the hands of C. M. Chadwick and T. L. Fitch.

In the summer of 1867, the name of this house was changed to Theater Comique, and on the 8th of July the spectacular play, "A Tale of Enchantment," was first brought out. The house did not prove a profitable venture.

AIKEN'S THEATER.—In the winter of 1867-68, Frank E. Aiken was instrumental in the renovation of the theater building Nos. 115 and 117 Dearborn Street, originally known as the Varieties, and on the 18th of January, 1869, threw open the doors to the public. The edifice had been transformed into a first-class place of amusement, and the manager had secured an excellent stock company, of which he was the head. The inauguration ceremonies consisted of an address by Hon. Geo. C. Bates, which was filled with humorous points, but which contained no very valuable allusions to the dramatic history of the city. The opening play was "Cyril's Success," rendered by the stock company. The new theater started out with fair promise of turning "Cyril's Success" into Aiken's success, but plans are frequently thwarted. Numerous changes of bills were made, and very commendable acting was done, but the financial portion of the undertaking was disastrous, and Mr Aiken retired about the 1st of July, 1869. The house then became known as the

DEARBORN THEATER, and began its new career in August, with Emerson & Manning's Minstrels on the stage, who continued to be the principal attraction. A two weeks' season of German opera bouffe began May 30, with Pauline Canissa, soprano; Claussen and Dziuba, alto; Habelmann, tenor; John Klein, bass. The character of the place was again changed June 5, 1871. The Wyndham Comedy Company appeared in "Caste," achieving a great success. This company played

throughout the summer, giving "Caste," "A Happy Pair," "Ours," "A Serious Family," and standard comedies. The fall season was opened August 21, by the Dearborn Minstrels. On the night of October 9 the



DEARBORN THEATER.

bill announced was a burlesque, and a sketch called "Love and War." The theater was entirely destroyed by the great fire.

SMITH & NIXON'S HALL.—This edifice was located on the southwest corner of Washington and Clark streets. The style of architecture was Florentine. Upon the ground floor were business apartments, the spacious corner store being occupied by the firm whose name the building bore as a musical salesroom. On the upper floor were some forty or fifty rooms devoted to office purposes. An entrance from Washington Street, twenty feet in width, led to the auditorium in the center of the building. Exits were provided on three sides. The floor was inclined, and the seats were arranged in the customary theatrical manner, affording view of the stage from all parts of the room. The novel feature of the auditorium was the absence of acute angles in ceiling and stage. All interior lines were curves, and the stage set in an arched alcove. The ventilating and the lighting of the room were carefully considered, being accomplished by devices in the ceiling. The acoustic properties of the hall were well nigh perfect. Colonel Otto H. Matz was the architect of the building. This unique hall was inaugurated December 12, 1864, by L. M. Gottschalk, assisted by Miss Lucy Simons, Sig. Morelli, Herr Doehler and Sig. Muzio, in a series of four concerts and a matinee. The place became a popular one for musical entertainments and lectures.

METROPOLITAN HALL.—Metropolitan Hall, the largest and most pretentious public-room in this city, at the time of its erection, was located on the northwest corner of Randolph and LaSalle streets. It was built by Jason Gurley in 1851. On August 20, 1856, Metropolitan Hall was re-opened, after being re-fitted and greatly improved. E. S. Wells was then the lessee and manager.

Frank Lombard's Empire Minstrels performed here

January 29, 1858. Karl Formes and his company then reached the higher musical theme, by producing "The Creation," and conducting a series of grand musical entertainments, in October of that year.

George F. Root's cantata, "The Haymakers," was first presented at Metropolitan Hall January 10, 1860. The original cast was: Farmer, J. G. Lombard; Anna, Mrs. Matteson; Mary, Miss H. E. Smith; Katy, Mrs. Philleo; William, H. G. Bird; Simpkins, E. T. Root; pianist, Miss L. S. Tillinghast.

The erection of Bryan Hall, during 1860, interfered materially with the occupancy of Metropolitan Hall by important combinations. Arlington, Kelly, Leon & Donniker's Minstrels occupied Metropolitan Hall in November, 1863; and until the destruction of the building, in the fire of 1871, this place was used for lectures, concerts, etc.

ACADEMY OF MUSIC.—This title was applied to Arlington, Kelly & Co's minstrel hall, located on the south side of Washington Street, between Clark and Dearborn streets. The house was opened December 1, 1863, and was fitted up with stage arrangements suited to light dramatic and minstrel performances. The seating capacity of the place was about one thousand. September 25, 1865, this house advanced to the dignity of English opera, upon the occasion of the appearance there of Campbell & Castle's English Opera Company, comprising Rosa Cooke, Zelda Harrison, Mrs. M. E. Burrows, William Castle, Pierre Bernard, Edward Seguin, and others. The season lasted three weeks.

Arlington & Johnson were announced as proprietors of Arlington Minstrel Hall, No. 124 Washington Street, April 15, 1867.

THE FIRST OLYMPIC.—The Vaudeville Theater, managed by George W. Riddell, was located at the corner of Clark and Monroe streets, and first assumed the above name July 13, 1868. It was formerly a hall used by Arlington as a place of minstrelsy. J. H. Haverly played the Arlington Minstrels here September 7, 1868. The title of the place was changed to that of Sharpley's Hall, in 1868, and again to Theatre Comique, February 8, 1869. In 1871, this house was called the Olympic, and was running to "variety" at the time it was destroyed by the great fire.

STAATS THEATER.—In 1851, the Tabernacle Baptist Church, an offshoot of the First, was given a lot on Desplaines Street, between Washington and Madison streets, by Messrs. C. C. P. Holden, J. B. Bridges, J. M. Kennedy, and C. K. Anderson, who paid \$800 for the land. An edifice was erected, at an expense of \$5,000, and therein divine services were held by the society until 1866. The house then passed into the hands of a Hebrew society, and was called Zion Church. In 1869, this congregation removed to their synagogue, corner of Sangamon and Jackson streets, and the Desplaines property was purchased by the German Arbeiter Verein, an association of workmen numbering some three hundred members. The frame structure and lot were then valued at \$15,000, and one-third of this sum was paid in cash, a mortgage for the balance being given. The workmen used the hall for meetings, balls, concerts and miscellaneous entertainments both for their own and other societies. The basement was rented to the Board of Education for a school-room. In the winter of 1869-70, it was decided to convert the hall into a theater, and additions were made to the auditorium, at a cost of over \$4,000. When completed, the new stage furnished a very convenient place for the presentation of comedies and

light operas. Three performances a week, including Sunday, were given by a very creditable company. The management was entrusted to Mr. Horwitz, who brought his wife here, from Milwaukee, as leading lady of the German Dramatic Company. But the life of the Staats Theater, as the place was then called, was destined to be short. At one o'clock on the morning of May 20, 1870, fire swept away the edifice and destroyed the properties of the company.

THE GLOBE THEATER.—In the summer of 1870, David R. Allen erected the Globe Theater on the site of the Staats Theater, on Desplaines Street. The auditorium had a seating capacity of 1,200, and the interior decorations were in good taste. A special room was fitted up for the use of newspaper men. The first performance was given November 21, 1870, by a stock company. The initial play was "The Rivals." According to the public announcements, the proprietorship of this house was vested in D. R. Allen and John T. Mullen, but financial difficulties (which form no part of this sketch) caused the temporary suspension of performances on January 4, 1871. On the 11th of that month, however, the doors were again opened, with John Dillon as the leading attraction. He was followed by Little Nell, and other stars. Oliver Doud Byron first presented his drama "Across the Continent" February 6, 1871. Kate Fisher, as Mazeppa, played here February 13. Robert McWade gave his version of "Rip Van Winkle" March 6. The Theater passed into the possession of the Workmen's Association, and, on the 27th of August, 1871, was offered for rent. The great fire destroyed all the theater buildings in Chicago except the Globe, which stood beyond the limits of the conflagration.

BILL-POSTING.—An important adjunct of the show-business is comprised in the displaying of the advertisements upon the bill-boards; and the following sketches of the two leading men in that business are here given:

MORRIS D. BROADWAY, senior member of the firm of Broadway & Treyser, bill-posters, was born in Utica, N. Y., May 27, 1832. In May, 1849, he passed through Chicago on his way to Elgin, Ill., where he remained six months, and then settled in Chicago in the spring of 1850. His first paying occupation in this city was as carrier on the Evening Journal, from its old quarters at No. 107 Lake Street. His route paid him \$3 a week. In 1850, he posted his first bill in Chicago. It was one quarter of a twenty-four by thirty-six sheet, for John Devlin, the old horse-auctioneer. In the winter he worked in Rice's Theater, where J. H. McVicker was then playing, for \$12 a week, and in good weather posted bills with his partner, John McNally, the box door-tender. He went to Buffalo, in 1853, to publish a city directory. Returned to Chicago in August, 1854, and resumed bill-posting in partnership with his brother, J. H. Broadway, and began the publication of the "Switch," a Know-Nothing campaign paper. It ceased to exist July 17, 1855, and its demise was precipitated by the Germans and the "Lager-Bier War" of the Know-Nothing campaign. A combination was formed that winter by J. H. Broadway, Morris D. Broadway, M. Newton, Joseph Sells and Charles Beach Gonzales, who pooled issues on the co-operative plan, to secure all the bill-posting possible and divide the profits. This lasted through the Fremont campaign of 1856. In 1857, William Dockrill, Charles Pettit and the Broadway brothers constituted the firm and continued till 1862, when C. Pettit and J. H. Broadway went into the army, and, until 1865, the firm stood Broadway Bros. & Callahan. In 1866, W. H. Harris and J. H. Broadway started in opposition to M. D. Broadway and J. Callahan. These two combinations, practically, did the bill-posting up to 1870, when George A. Treyser, of Milwaukee, came to Chicago, and joined with the brothers, under the title of Broadway Bros. & Treyser. This firm, existed till 1875, all opposition gradually dying out and the business becoming somewhat systematized. In that year J. H. Broadway sold out his interest as a partner, and the firm became Broadway & Treyser. This was the firm name until January 1, 1884. Then a stock company was formed—a close corporation—all the stock being retained in the family of the two principals.

The business name now is The Broadway & Treyser Bill-Posting Company, and the nominal capital is \$100,000. The history of this house is but another illustration of that spirit of progress and development characteristic of our civic existence. From posting bills on the ice, on dead horses lying in the street, on the backs of live cattle led through the city, and on burdens carried by the early delivery clerks, the business of displaying announcements of showmen, merchants and the city government, has grown from comparative impecuniosity to one of respectable standing and large profit. It cost the first circus that put paper on the walls in this city,—Spaulding & Rogers, in 1854,—\$25 to put up one hundred sheets of paper. The figures and facts of 1854 show the difference when it is stated that P. T. Barnum's expense in 1884, for bill-posting alone, was \$2,150. In 1849, Rice's theater got out seventy-five one-sheet bills, posted eleven in front of the theater and tacked up the remainder. In 1855, there are twenty-three legitimate places of amusement, and the weekly bill-posting costs an average of \$75 dollars each. In 1850, there were no stands where paper could be displayed, other than fences and dead-walls, the first big bill-board erected only as recently as 1866. Morris D. Broadway, in 1855, married Miss Ellen Stanton, in Chicago. They have five children—Lucy A., Daniel H., Albert S., M. D., Jr. and Charles H. The firm of Broadway & Treyser have also become managers, having built, in 1883, a magnificent Dime Museum in Milwaukee, Wis., and in 1884 they built one at St. Louis, Mo., both being pronounced far superior to any similar houses in the country, and in both of which they have been very successful.

GEORGE A. TREYSER, president of the International Bill Posters' Association of North America, and secretary and treasurer

of the Broadway & Treyser Bill-Posting Company of Chicago, was born in Detroit, December 2, 1835. His father, Louis G. Treyser, was a hotel keeper in Milwaukee, and one of its earliest settlers. George Treyser's younger days were full of the various and notable instances of success common to young men of push and enterprise. In his father's hotel, and as a printer, he got quickly to the front. He started the bill-posting business, in Milwaukee, in 1864 '65. His office was on East Water Street, between Mason and Wisconsin streets. Six years afterward he came to Chicago and joined with the Broadway brothers, who were already established with a small clientele of their own, and whose firm was the principal of half a dozen in the business. To put his vocation upon a thoroughly organized and systematic basis; to make it trustworthy, respectable, honest and self-sustaining in itself, and worthy of public confidence, Mr. Treyser labored earnestly, and it soon became known that Broadway & Treyser had the only good stands for bill-board display. Reliability having been established, and facilities increased, popularity grew, till it resulted in the swallowing up of all opposition. Mr. Treyser has been very prominent in the organization of the International Bill Posters' Association of North America—an association formed for the purpose of mutual protection of the members against imposition and to guarantee the public fair treatment. Mr. Treyser has been annually elected president since 1878. He married, in 1863, Miss Ann Perry, daughter of Edward Perry, a prominent farmer of Washington County, Wis. Mrs. Treyser died January 14, 1874, leaving three daughters—Clara Bell, Harriet E. and Georgiana. Mr. Treyser, in 1876, married Miss Harriet E. Lewis, of St. Louis.

ATHLETIC AMUSEMENTS.

Chicago has always maintained a reputation as a center for athletic amusements, and no species or variety of such recreation can be named in which, at some period of the city's history, Chicago has not been pre-eminent. A chronological table of the principal events which have occurred in this city is given below. Prior to 1857, such events were few and far between—so few and insignificant, in fact, that it was not thought worth while to make any extended mention of them in the first volume of this History. In the preparation of the following table, however, the aim has been to record, briefly, every important event which occurred in Chicago. Many events of minor importance, the memory of which is, no doubt, dear to many of the city's early settlers and old residents, have been omitted from the table, as not having engrossed enough public interest to justify their mention. In the preparation of the table, chronological order has been the main consideration, subsidiary to which a grouping of kindred amusements has been attempted.

1836—Opening of the first billiard hall (with two tables) on the second floor of Couch's Hotel.

1844—First race-course laid out by W. F. Myrick on the prairie, between Twenty-sixth and Thirty-first streets and Vincennes and Indiana avenues.

1845—J. Dickey's gymnasium opened in Harmon's Buildings. April, Launching of the "Rob Roy" (the first pleasure boat ever built in Chicago) by the ladies of the Lake House. July 17, Racing at the Chicago race-course, sweepstakes, two miles and repeat.

1846—Henry Green's private race-course opened.

1848—June 12, "Lady Jane" and "Jack Raster" trotted for \$1,000 at the Chicago race-course. September 27–October 2, Fall meeting at the Chicago race-course.

1849—June 12, Pigeon-shooting match. Racing around the Public Square.

1850—September 19, Pigeon-shooting-match. October, Cricket-match between Kentish eleven, residing north of Washington Street, and All-Chicago eleven,

residing south of Washington Street. At a subsequent match Milwaukee was defeated by Chicago. September, Yacht "Georgiana" launched. October 24, Excelsior Boat Club launched their first yacht. November 4–8, First meeting on Chicago Trotting Park; \$400 in prizes awarded.

1852—Formation of the Audubon Club for the protection of game and the enforcement of the game laws.

1853—In August, Organization of Pioneer Boat Club, with boat-house on north side of river, where Rush-street bridge now stands. Race of the Pioneers against time over a four-mile course on the lake, the club winning in spite of a heavy sea, which necessitated constant bailing. Chicago Gymnasium opened on Randolph Street. September 14, Cricket-match between Chicago and Milwaukee is won by Chicago.

1854—Garden City course opened. September 25, Cricket-match at Union Park, between Chicago and Milwaukee clubs.

1855—February 25, Foot-race for silver cup at North's Amphitheater. May, Launching of the "Lone Star," a schooner-rigged pleasure yacht, the first boat, for hire, ever launched on Lake Michigan. June 5, Two-mile trotting match between "O'Blennis" and "Tom Hyer" at Garden City course. June 19–23, Five days racing at Brighton course. August 19, Sweepstakes, "Chicago Maid" and "Douglas." September 15, "Tony Parker" defeated "Columbus."

1856—May 12, Spring meeting at the Garden City course. October 8, Fall meeting began at same course. August 12, Union-Base Ball Club organized. September 1, Cricket-match between Norfolk County eleven and Chicago picked eleven. October 29, Cricket-match at Cutmore's, opposite Bull's Head Hotel; Joliet and Lockport against Chicago. April 14, In a foot-race at North's Amphitheater, John Tierney of Engine Company, No. 6, won a silver trumpet. August 28, Five-mile foot-race between Indian runners; winner's time, 28' 9." September 12, Race between Indians and horses at Garden City course. August 22, Race between bear

and horse, and fight between bear and buffalo, at Brighton course. August, Daily rowing-matches in the basin, between the Pioneer, Wenona, Blue Belle and Lady Putnam clubs. June 25, Drumming match for \$500.

1857—April 2, Organization of the Chicago Regatta Association. July 4, First regatta on Lake Michigan, open to all States bordering on the Lake. Prizes amounting to \$600 awarded at the Tremont House. The race for four-oared gigs (four and a half miles) won by Lady Putnam club, which contested with the Pioneers and Wenonas. Double scull-race won by the "Maria" of Milwaukee. May 25, Chicago Cricket Club defeated the British consul's picked eleven. June 25, Same club defeated Captain Oldershaw's eleven. August 3, Same club defeated the Union Cricket Club on the latter's grounds. May 5-10, William H. Hughes walked during one hundred consecutive hours, at South Market Hall. December 30, Exhibition by twelve athletes at at Ottignow's gymnasium.

1858—August 30, Trotting-match for \$1,000 between "Gipsy Queen" and "Ten Broeck" at Garden City course, won by the latter. October 7, "Flora Temple" trotted at the Garden City course against "Ike Cook." September 11, First sailing regatta in Chicago Harbor. October 15, Lady Putnam Rowing Club, of Chicago, defeated, at Detroit, by a Toronto Club in a match for the championship of the lakes, the Chicago boat being swamped. July 7, Match game between Union Base-Ball Club of Chicago, and the Downer's Grove Club, at the corner of Halsted and Harrison streets, resulting in Chicago's defeat. September 13, Match between the Union and Excelsior clubs on the Prairie Club's ground, near the Bull's Head, won by the Excelsiors. September 25, Prairie Cricket Club won the championship, in a game at the corner of West Madison and Loomis streets. Chicago Sportsmen's Club organized; consolidated with Audubon Club March 11, under the name of the Chicago Audubon Gun Club. August 3, First annual match-hunt of latter club. August 4, First annual game-supper of the club at the Tremont House. September 7, John B. Drake's first annual dinner at the Tremont House. September 20, Scottish games and shooting-match at Cottage Grove, by Highland Guards. First billiard-match in Chicago, between the French expert Ubassey and Cyrus Coan, the former winning by a few points only. October, Charles Curtis, pedestrian, walked 1056 miles in as many consecutive half-hours, for a purse of \$2,000. October 2, Charles Calla, of the old "Fire King" Engine Company, won a silver cup in a firemen's race of one mile, covering the distance in four minutes and forty-seven seconds.

1859—May, Atlantic and Columbia Base-Ball clubs organized. June 11, Excelsiors defeated Atlantics at the corner of Washington and Sheldon streets. August 16, Atlantics won the Chicago championship, defeating the Excelsiors. June 3, A picked eleven from the Chicago and Prairie Cricket clubs, defeated the Cincinnati. June 21-22, Same eleven won a game at Cleveland.

1860—"Ethan Allen" trotted on the Cottage-Grove track. June 9, Niagaras defeated Atlantic, Jrs., at base ball. August 26, Atlantics again won the Chicago championship, defeating the Excelsiors on the Prairie Cricket-club grounds. July 21, At the Prairie Cricket-club grounds, a match between the married and single members of the club, resulted in a victory for the former. Chicago Curling Club organized at Tremont House. January, Initiatory steps taken by the Audubon Gun Club toward the formation of a National association and the securing of uniform game laws. June 16,

Opening of the Metropolitan Gymnasium (then the largest and best equipped in Chicago) in third story of Kingsbury Block. December, Ogden and North Side Skating Clubs organized.

1861—August 27-28, A "free for all" running-match on Brighton course. September 26, Seventeen-mile trot on the Brighton track; time of winner, one hour and seventeen minutes. May 25, Married and single cricketers contested on grounds of the Prairie Club, the former winning. January 17, First match by members of the Chicago Curling Club.

1862—Chasing and lassoing buffalo at the "World's Horse Fair."

1863—August 25, Opening of the Chicago Driving Park Association. Officers: Daniel Thompson, president; Charles D. Bogardus, secretary; directors, D. A. Gage, W. F. Myrick, James Van Etta, U. H. Crosby, H. H. Yates and N. K. Fairbank. Four days' racing, the most successful meeting ever held in Chicago up to that time. September 2, Winners of the races of previous week contested for \$150. August 23, Chicago base-ball championship won by the Garden City Club, who defeated the Osceolas. October 5, Chicago Cricket Club defeated by Milwaukee. October 17, Chicago defeated Milwaukee at that city. Chicago Gymnasium opened in the old Trinity Church building, on Madison Street, near Clark. Gymnastic training-schools opened for ladies, exclusively, by two female athletes, at No. 218 Wabash Avenue and at the corner of State and Randolph streets. April 10, First billiard tournament held in Chicago, being the second in the United States, the prize being a \$500 billiard table. January, Skating carnival held.

1864—March 15, Annual meeting at the Chicago Driving Park. July 1-10, Trotting for stakes and purses estimated at \$25,000. September 16, Fall meeting of the Chicago Driving Park Association. During the spring, Chicago Boat Club organized. May, Canada eleven defeated by Illinois eleven, at Union Park. Northwestern Institution for Physical Education opened at Nos. 116-18 Randolph Street, and incorporated on April 1. During the winter, masquerades on ice were popular and frequent.

1865—June and September, Summer and fall meetings of the Chicago Driving Park Association. October 24, "Cooley" defeated "Lady Sherman" and "Traveler," making a record of 2:36, and winning \$1,000. Matches between Excelsior, Pioneer, Atlantic and Ogden Ball clubs; revival of interest in base-ball, which had flagged during the War. December 6, Convention of ball clubs of the Northwest, in Chicago; representatives present from four States and eleven cities; National Association of Base-Ball Players of the Northwest formed. Organization of Chicago Sharpshooters' Association. July 22, Foot-race between three Indian runners at Chicago Driving Park. June 14-21, Billiard tournament for State championship at Smith & Nixon's Hall. October 12, First billiard contest (after challenge) for State championship; won by Thomas Foley. Opening of the Wabash Rink, at the corner of Wabash Avenue and Jackson Street, containing 14,025 square feet of skating surface.

1866—June, Meeting of the Chicago Driving Park Association. July 14, Ten-mile race won by "Captain Barber," in 36 minutes, 20½ seconds. July 17, "Medoc" victorious over "Cooley," in 2:32, winning \$1,000. September 3, Fall meeting; "Dexter" trotted for a purse of \$5,000 in 2:24. George Trussell, half-owner of "Dexter," shot in a Randolph-street saloon. September 22, "Cooley" and "General Butler" trotted for

\$5,000. During the fifth heat McKeaver, owner of "General Butler," who had taken the sulky on the fourth heat, fell to the track, murdered by coming into violent contact with a rail, torn from the fence and held in unknown hands. July 4, R. Van Winkle, of Chicago, defeated M. K. Ritey, of Jersey City, in a race with single sculls, thirteen feet long, for \$250. February 3, Game of base-ball played on the ice, on skates, between the Pioneers and Excelsiors, Jrs. Summer matches between the Stars, of Chicago, and the Favorites, of Evanston; the Eagles and the Monitors; the Pacifics and Atlantic; and the Excelsiors and Atlantic. June, Tournament of the American Sharpshooters' Association, at Lake View, fifty societies represented and \$15,000 in prizes distributed. Formation of the Metropolitan Gymnasium Club. January, Washington Park skating tournament. August, Opening of the new West Side Rink. December 31, Opening of the Grand National Skating Park, covering fifteen acres of ice, at the corner of State and Twenty-third streets.

1867—August, Steeple chase, two and one-half miles over country, four entries. August 8, Ten-mile race between three trotters and an Indian foot-runner. September 3, Fall meeting, \$16,500 in prizes; "Dexter," "Bashaw, Jr.," "Patchen, Jr.," "Magna Charta" and "General Butler" among the entries. On September 8, "Dexter" trotted his best public race, making a record of 2:17. June, Opening of Dexter Park ball-grounds. June 9, Match for championship of North West, the Rockfords defeating the Excelsiors. July, First great base-ball tournament held in Chicago, fifty-four clubs being represented. August 8, Ball game between editors' and printers' nines, won by the editorial nine, who made thirty-two runs in the last inning. May 24-25, Tournament of sharpshooters at Lake View, the home team bearing off most of the prizes. May, Organization of the Prairie Shooting Club. April 13, Organization of the Garden City Boat Club. June 17, Second billiard tournament for State championship, at Crosby's Music Hall. September 23-October 24, Billiard tournament for benefit of Soldiers' Relief Fund. Matches at quoits, between the Oakland and Chicago Quoiting clubs. January 17, Curling match at Washington Skating Park, Milwaukee defeating Chicago. Curling match between Chicago and Milwaukee, at Milwaukee, for possession of National Curling Club medal; won by Chicago. December 13, Burning of the Wabash-avenue Rink.

1868—June 4, "Bashaw, Jr." won a purse of \$5,000, trotting against "Rockey;" but was defeated by the same horse five days later. October 20, Fall meeting at the Chicago Driving Park. June, Rockfords defeated the Excelsiors for the second time. June 17, Athletics defeat Excelsiors. November, Dissolution of the Excelsior Club. September 16, At Library Hall, John McDewitt, of Chicago, defeated Joseph Dun, of Montreal, in the 17th game for the billiard championship of the United States. December 23, John McDewitt defeated William Goldthwaite in a game for the billiard championship of the United States, at Metropolitan Hall. June 3, Quoiting match between Henry Henshaw and James A. Kenson, on grounds of Chicago Quoiting Club, for \$200. July 24, Double quoiting match on same grounds, for \$50. August 4, Quoiting match at State and Twenty-second streets, between Braidwood and Chicago Quoiting clubs, for \$1,000 and the championship of the Northwest, Braidwood winning. Single game between champion of Chicago and New York, won by Alexander Ferguson, of Chicago. January 3, Opening of the new (re-built) Wabash-avenue Rink. March, At the West Side Rink, William Fraser skated

one hundred miles inside of twenty-four hours, and another expert, named Riddle, skated one hundred miles in one hundred consecutive hours, at the same rink. September, Skating race of one hundred miles at Wabash-avenue Rink, for \$1,000, between representatives of Chicago and La Crosse, won by the visitors.

1869—June, Racing "matinees" largely attended by the fashionable residents. July 4, Summer meeting at the Chicago Driving Park. July 31, Match between Cincinnati Red Stockings and Forest Citys, of Rockford, at Ogden Park. September 3, Forest Citys, of Rockford, defeated a picked nine at Ogden Park. October 1, A professional organization, known as the Chicago Base-Ball Club, formed, as the outgrowth of a public meeting held at the Briggs House; President, Potter Palmer; Vice-Presidents, W. F. Wentworth, General P. H. Sheridan, J. M. Richards, W. F. Coolbaugh, N. C. Wentworth, C. B. Farwell, F. E. Morse, S. J. Medill, F. B. Wilkie, J. M. Higgins, J. C. McMullen, W. C. Cleveland, J. W. Midgely, Robert Harris, O. M. Smith, George M. Pullman and W. Sprague; Treasurer, D. A. Gage; Recording Secretary, J. W. Butler; Corresponding Secretary, T. Z. Cowles. September, Organization of the Washington Yacht Club, and erection of a boat-house on lake front, south of Congress Street. September 25, First race of the Washington Yacht Club; two sloop yachts, twenty-one feet long, the "Lucy" and the "Violante" competed. August 8-11, Tournament on Dexter Park, under auspices of the Prairie Shooting Club. June 7, Professional billiard-players' tournament at Foley's rooms. Quoit match, with 9½ inch quoits, between Chicago's champion, Alexander Ferguson, and J. Smith, of Detroit for \$500, and won by Ferguson. Opening of velocipede school. March 10, George Wilson, one of the "skips" of the Chicago Curling Club, won the cup offered by the Caledonia Club, in a single-handed match against eighteen competitors, at the Wabash-avenue Rink.

1870—June 25, John Faylor, of California, failed in an attempt to ride fifty miles in two hours, at the Driving Park. October 4, Trotting "matinée" for the benefit of the Home for the Friendless. April 9, New Chicago nine (afterward called the "White Stockings") played its first practice game against a picked nine of amateurs at Dexter Park, previous to starting on the season's tour. May 6, Chicago White Stockings defeat New Orleans club in that city, 57 to 0. May 13, Chicago White Stockings defeat Bluff City Club, at Memphis, by a score of 157 to 1. May 18, Illinois Base-Ball Association formed. June 15, White Stocking grounds opened at Dexter Park, the Chicagos beating the Forest Citys. August, Mutuals of New York defeated the White Stockings at Dexter Park by a score of 9 to 0. August 30, White Stockings defeat the Forest Citys, and the Atlantic, of New York. September, White Stockings, having defeated the Red Stockings, of Cincinnati, at that city, received an ovation from one hundred thousand people on their return home, and were tendered a banquet at the Briggs House. October 13, White Stockings again defeat the Cincinnati Reds at Dexter Park. January 22, Thirty-mile skating contest at West Side Skating Rink, between representatives of Chicago and Milwaukee clubs, won by Chicago. Caledonian medal won in single-handed curling-match by Archibald Henderson.

1871—May 24, Steeple-chase on the occasion of the celebration of the Queen's birthday, by English residents of Chicago. July 1, Race for \$5,000 at Dexter Park, between "Chicago," formerly "Rockey," and "Lady Douglas," "Chicago" winning. July 18-24,

Trotting races at Dexter Park. August, Formation and incorporation of the Dexter Driving Association, which leased Dexter Park from Tucker & Sherman for ten years for \$35,000. Trustees, David A. Gage, C. B. Farwell, Ira Holmes, John B. Sherman, James Stevens, Peter Schuttler and Benjamin Campbell. August 23-26, First, and very successful, meeting of the newly incorporated association, at which \$23,200 was distributed in premiums. "Goldsmith Maid" and "Lucy" appeared in Chicago for the first time. September 5, Colt race for the Sherman House stakes. May 24, Meeting at the Chicago Type Foundry, to consider the feasibility of forming Lacrosse Clubs. May-September, Organization and training (under professionals) of the Chicago Lacrosse Club on the West Side and the St. Regis Club on the South Side. October 7, First Lacrosse-match played in Chicago between above mentioned clubs, at corner of Van Buren and Laflin streets. January 24, Articles of incorporation of the Chicago Base-Ball Club were filed. March 6, Common Council granted ground at the Lake Park to the Chicago Base-Ball Club. March 26, Chicago Club opened its season in New Orleans, defeating the Lone Stars. May 19, Chicagos defeat the Olympics, of Washington, all Chicagos' runs having been made in the ninth inning. June 24, Chicagos defeated the Rockfords in this city. July 7, Chicagos defeated Cincinnati Reds. July 14, Chicagos defeated

Athletics of Philadelphia. July 17, Chicagos defeated the Rockfords. September 29, Chicagos defeated the Bostons. October 7, Last game before the fire, played between the White Stockings and Amateur Athletics. Chicago Rowing Club began the erection of a \$1,500 boat-house. January 11, Parker, champion of Illinois, defeated Rudolph, at Buffalo, winning the diamond cue and championship of the United States. February, Madame Garnier defeated Cyrille Dion, the first public game played in Chicago by a lady. April 26, Seventh game for the diamond cue and American championship, played in Chicago, Cyrille Dion defeating Frank Parker. May 27, First game for the three-ball billiard championship of the Northwest, won by Henry Rhines, at Crosby Music Hall. October 2, Albert Garnier, of Chicago, defeated Maurice Daly, at billiards, at Metropolitan Hall. May 24, Four of the best players in Chicago played a match at quoits at No. 392 State Street, for \$100. January, Bonsel between members of the Chicago Curling Club, over and under forty years of age, won by the younger members. January 25, Match at curling between the residents of the North and South of Scotland at Lincoln Park, North Scotland winning. Winners presented with a gold medal by the president of the Grand National Curling Club. February 4, Milwaukee defeated Chicago in a match for medal offered by the Grand National Curling Club.

BANKING HISTORY.

The history of banking, up to the close of 1857, as given in the first volume of this work, shows that Chicago had an experience embracing nearly every system of finance that had hitherto been tried in this country. At that time banking was being conducted under the act of February 15, 1851, as amended February 10, 1853, and January 10, 1855.* The system had just passed, with varying success, through the severe ordeal of a widespread panic, which had tested its strength to the utmost, and while its endurance of the test had not been such as to justify the lavish encomiums of its friends, it had been accepted by the people as being perhaps as satisfactory as any that could be devised. The belief was general that, while far from perfect, it yet embodied more elements of safety and security than any before legalized by the State.

Among the banking institutions that passed, unscathed, through all the perils that beset the path of financiers in the early history of Chicago, was the Wisconsin Marine and Fire Insurance Company.

On February 24, 1852, a lecture was delivered by William Bross, before the Chicago Mechanics' Institute, wherein, in relation to this company, then, and for many years, owned by George Smith, the lecturer said :

"Commencing by comparatively small beginnings, at a time when business west of the lakes, and, in fact, everywhere, was totally prostrated, the consummate prudence and great financial abil-

ity with which its business has been conducted, have won for it the respect and confidence of the whole community. A princely fortune has rewarded those who have conducted it ; but the benefit to the community has been equally great. By affording our business men of all classes facilities for making loans, and the means of carrying on their business, it has probably added more to the prosperity of our city than any other influence whatever, if we except the energy, industry, and business tact of our citizens. Thus much I may be permitted to say impartially, as I have never been introduced to or spoken to Mr. Smith, and I do not owe him a single dime."

GEORGE SMITH, now generally known as "George Smith, of Chicago," was born in the early part of the present century in the parish of Old Deer, Aberdeenshire, Scotland. When quite young, he attended the parish school at Strichen, was prepared for college at a private school at Udney, and then entered King's College, Aberdeen, where he remained for two years, with the intention of studying medicine. His eyes, however, being too weak to endure the severe strain consequent upon a course of study, he was compelled to give up all thoughts of following a profession, and, after attending lectures for a year at Edinboro', he rented a farm in the parish of Turriff, his neighbor being Patrick Strachan, afterward of the well known firm in Chicago, Strachan & Scott. Mr. Smith remained upon his farm three years, and did fairly well, but then hearing that a friend was going to Canada, he determined to accompany him on a tour of observation, and they sailed from Aberdeen for New York in 1833. Mr. Smith took out letters of introduction to the eminent banking firms, Messrs. Prime, Ward & King, Messrs. Boorman, Johnston & Co., and others in New York, but finding no inducements to remain there, he pushed on to Buffalo, where he spent the winter of 1833-34. Being eager to obtain information about the country, he questioned all those returning from the great, but then unknown, West, and as they were all loud in their prophecies of the coming greatness of a small village called Chicago, on the southwest shore of Lake Michigan, he determined, as soon as navigation opened in the spring of 1834, to investigate that village for himself. Boats then plied between Buffalo and Detroit; so Mr. Smith went by water to Detroit, and thence by stage, across Michigan, to Chicago. The mud village, which then had about four hundred inhabitants, so pleased him, that he wrote home to his friend Alexander—now Sir Alexander—Anderson, to sell him his farm and convert his goods and chattels into cash, which was done, and the proceeds were invested in city lots in Chicago and in wild lands where the city of Milwaukee now stands. So great became the speculation in land in 1835-36, that prices fairly jumped, and Mr. Smith, concluding that this state of things could not last,

* The amendment of 1855 provided for the winding up of insolvent banks, the provisions of the act being that whenever any banking association, organized under authority of the banking law, should desire to close the business of "commencing liquidation," it should notify the auditor, and that, thereafter, the bank should be reorganized or paid out, but should be surrendered to the State auditor at once, if not within one thousand dollars at one time; in return for which surrender the auditor was to deliver to the bank the securities deposited, to amount proportionately to the whole amount of securities deposited, and the pro rata dividend or reimbursement as ascertained the full amount outstanding. Banks, after filing their petition with the State auditor, were forbidden to derive banking business or conduct further than might be required to collect and pay debts and execute such other transactions as should be necessary to close up the funds.

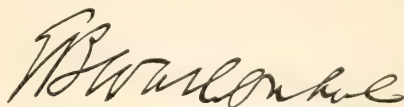
For the banking law of 1851, and the amendment of 1853, see first volume of this History.



Ex Smith

sold out all he had in 1836 for one-quarter cash, taking notes for the balance, and returned to Scotland, thinking he had made a fortune. His success, which soon became known in his native shire, induced the Aberdonians to form several investment companies. Alexander Anderson started the Illinois Investment Company with a capital of about £60,000, and Messrs. Patrick Strachan and W. D. Scott were sent out to Chicago to manage it. Patrick Strachan had a farm in the parish of Turriff, adjoining that of George Smith, and it was on the recommendation of the latter, who had great respect for Strachan's ability as a farmer, that Mr. Strachan was appointed manager of the Illinois Investment Company. W. D. Scott was much younger than Strachan, but he had some office training, and the original idea was that Scott should act as clerk for Strachan. Scott's sound judgment and general ability, however, soon gave him an equal standing with Strachan, who experienced considerable difficulty in adapting himself to the ways of the New World. Two other investment companies were started in Aberdeenshire about this time, and Messrs. Murray & Brand were sent out to manage one in Chicago, and Messrs. Milne & Keith went to Cincinnati to take charge of another. The object of these companies was to loan money on real estate, but, in addition, they generally transacted a sort of banking business. In 1837, came the financial crash which Mr. Smith had feared, and he was obliged to return to Chicago and take back all the land he had sold. In 1839, Mr. Smith obtained from the Wisconsin Legislature a charter for the Wisconsin Marine and Fire Insurance Company, which enabled him to receive deposits, and issue certificates therefor, to the extent of \$1,500,000. Alexander Mitchell, who had just come from Aberdeen with the intention of joining Messrs. Strachan & Scott, was made secretary of the new company, with headquarters in Milwaukee. In the same year (1839), Mr. Smith started a banking house in Chicago, under the firm name of Geo. Smith & Co., and this was the first legitimately conducted bank ever established in Chicago. As the country had no good currency, advantage was taken of the Wisconsin Marine and Fire Insurance Company's charter, and certificates of deposit were issued and circulated as currency. Besides Geo. Smith & Co., who, of course, used every effort to circulate the certificates, Messrs. Strachan & Scott and Murray & Brand, received them; and the canal contractors—George Barnett, George Arnour, Robert Milne, George Steele, and others, all Scotchmen, who banked with Geo. Smith & Co.—took the certificates and paid them to their workmen, always agreeing to give other notes if it was found impossible at any time to pass them. In this way, the certificates of deposit of the Wisconsin Marine and Fire Insurance Company, which were additionally strengthened, in instances, by the written indorsement of Messrs. Strachan & Scott and George Barnett, got into circulation, and soon became the favorite currency in Illinois and Wisconsin. The decline in the price of land after the panic of 1837 was so great, that the managers of the investment companies considered themselves safe in lending freely on land at the reduced valuations. Instead, however, of advancing, the price of land continued to decline for the next three or four years, and, in consequence, the Investment Companies found themselves loaded with land, which it was difficult to sell. Messrs. Strachan & Scott advised their shareholders to wind up their affairs, and sent home a schedule valuation of their assets, which consisted principally of land. Mr. Smith being in Aberdeen at the time, the directors offered to sell him their land at Strachan & Scott's valuations, and he bought most of it. As the other investment companies in Chicago and Cincinnati were also compelled to wind up their affairs, the directors of the Wisconsin Marine and Fire Insurance Company—who, however, had been receiving dividends at the rate of twelve per cent. per annum—became nervous, and asked Mr. Smith if he would buy back their stock at par; and on his agreeing to do so, they issued a circular to the stockholders, submitting Smith's offer, and stating that they would not consider themselves responsible to those who declined to accept. In consequence thereof, all the shareholders accepted this ultimatum, and Mr. Smith thus became the sole owner of the Wisconsin Marine and Fire Insurance Company. About 1840, James Carter, another genial and shrewd Aberdonian, joined Messrs. Strachan & Scott for a time, and went to Galena, where, in the hope of circulating his currency among the miners, George Smith established a branch bank under the firm name of Smith & Carter.* Corwith & Co., however, who had preceded them, supplied the miners with gold coin, and thus prevented the Wisconsin Marine and Fire Insurance Company's certificates of deposit from ever getting a foothold there. Hence, the partnership was soon dissolved and Mr. Carter established the house of James Carter & Co., Messrs. Strachan & Scott being the company. In spite of Smith's currency being somewhat irregular, and in spite of the bitter attacks made on it by the legally organized State banks, it grew in popular favor until the Wisconsin banking law of 1850

compelled them to cease issuing it. About 1853, Mr. Smith sold the Wisconsin Marine and Fire Insurance Company to the able secretary and manager of the company, Alexander Mitchell, who had grown in experience and wealth as rapidly as the city of Milwaukee. Mr. Mitchell re-organized it under the general banking laws of the State as a legal bank, under the title of the Wisconsin Marine & Fire Insurance Co. Bank, which is now so well and favorably known in the great West. So long as the Wisconsin Marine and Fire Insurance Company's certificates were in circulation, it was the favorite amusement of Mr. Smith's less fortunate competitors to collect large quantities of the certificates and present them at Milwaukee for redemption, in the hope, of course, of finding Mr. Mitchell unprepared with a sufficient supply of gold. This, however, never happened. One case in this connection occurred in Chicago. Mr. Scammon had been presenting some large sums in certificates—at inopportune times—at Geo. Smith's bank for redemption. Mr. Smith met Mr. Scammon one day and asked him what was the amount of circulating notes the Marine Bank had out. Mr. Scammon replied \$75,000. Mr. Smith remarked that he knew where \$125,000 of the Marine Bank's notes were, and that was in his vault, and that he was going to take them to the Marine Bank for redemption some day. This was, naturally, unpleasant news to Mr. Scammon, as it would be to any banker; the prospect of being summarily called on to redeem two-thirds of the circulation would perturb most financial institutions. No more spasmodic efforts at hampering the circulating medium of Geo. Smith's bank resulted from the management of the Marine Bank, and Mr. Smith allowed the Marine Bank to be unpleasantly agitated for some six months—anticipating the sudden demand for \$125,000 in cash, in return for that amount in bills. At the end of that time, Mr. Smith signed an agreement with Mr. Scammon, whereby each should exercise forbearance toward the other, and make no effort toward hampering their circulation or creating a "run" on their respective banks. Mr. Smith, however, received the cash for his Marine Bank notes, at various times, and from sundry sources. In 1852, Mr. Smith established the Bank of America, in Washington, D.C., his headquarters being in New York City. John R. Valentine* was his cashier, and so remained during the maintenance of the Bank of America. When the Insurance Company's certificates had to be given up, Mr. Smith determined to establish banks of issue where he would not easily be annoyed by raiders, and accordingly procured two bank charters in the State of Georgia, instituting the Atlanta Bank, at Atlanta, and placing John R. Valentine in charge of that bank, of which S. C. Higginson was president. At Griffin, forty miles south of Atlanta, another bank was located by Mr. Smith, named the Bank of the State of Georgia, and Peter Geddes was sent there to manage it. After it had been in operation for two years, Robert Reid, now cashier for the collector of customs, was sent there as cashier. These banks merely did business enough to pay expenses, and were used as banks of issue. Large amounts of notes were duly signed at the banks in Georgia, and then shipped to Geo. Smith & Co., in Chicago, where they were circulated. This Georgia currency was fairly well received, and, in consequence, excited the hostility of all the other Chicago bankers, who, combined together, collected as many bills as they could find, and then sent Elihu B. Washburne, afterward Minister to France, down



to Georgia to break Smith's banks. Mr. Smith, however, had got wind of the intended raid, and was prepared to redeem all the notes Mr. Washburne presented. Of course, the cashiers were not particularly obliging to Mr. Washburne when they knew his errand; they took their time, paid out all the small coin they could, and obliged Mr. Washburne to return home heavily laden, and this, too, at a time when traveling was not quite so safe as at present. This raid conducted by Mr. Washburne, and others of less importance, induced Mr. Smith to dispose of his Georgia Banks, which he finally did in 1858, after redeeming all their bills both at their domiciles and in Chicago. In 1857, having made a handsome fortune, he determined to retire from business altogether. Of course, such a large and flourishing business as Geo. Smith & Co. were then doing could not be wound up in a day, and it was not until 1860 that Mr. Smith's career as the leading banker of the West came to an end. George Smith's success was mainly due to the soundness of his judgment, to his indomitable energy, and to his ability to select able and faithful agents. In the early days, Alexander Mitchell—

* Mr. Carter subsequently removed to St. Louis and joined the firm of Smith & Webster—George Smith and Thomas Webster. The latter was another Scot, and had the reputation of being a man of unusual ability.

* Mr. Valentine is still a resident of Chicago.

who has since become noted as the most sagacious and successful financier in the Northwest—was of great service to him. Later, E. W. Willard was a most efficient manager of his Chicago house. When Mr. Smith finally retired from business in 1862, he invested largely in the first mortgage bonds of such railroads as the Chicago, Burlington & Quincy, Chicago & Alton and Chicago, Milwaukee & St. Paul, which, owing to the Civil War then raging, was selling at much below par. He left his Chicago real estate and other property to the care of Peter Geddes, who had been in his employ since 1854, and then sailed for England, where he has continued to reside ever since, with the exception of a visit made to this country in 1866, and occasional tours he makes upon the Continent.

During the panic not a few Illinois banks, including several Chicago institutions, had been forced to suspend, but, in the final winding up of their affairs, the bills were all redeemed at par, and in most instances the depositors suffered no serious loss. Still there had been grave doubts from the beginning, in the minds of leading bankers, as to its practical operation, based upon the method of procedure actually adopted in the organization of many banks under the law. A fundamental defect was, that a bank might be organized and currency obtained and put in circulation with little or no bona fide capital. The auditor declined to look beyond the bonds deposited for the security of the circulation, construing the law to mean that the deposit of the bonds was *prima facie* evidence of the capital of the bank. This opened the way to a most mischievous betrayal of public trust on the part of any persons who could borrow money enough temporarily to purchase the required bonds and get their currency therefor. Many banks were organized at inaccessible points and their bills put in circulation through brokers in western cities, most largely in Chicago. There was but very little specie reserved for the redemption of this class of bills, nor was there any place where they could be redeemed, except at the remote point where the banks were located. The Democrat of that day (whose sentiments upon all public questions may fairly be said to have been pronounced) in its issue of September 27, 1857, thus pointed out this defect:

"Turning to our own State, what do we see? A number of men get together (mostly old, broken down politicians). They want to build a railroad; they have no money—one would think a very serious objection. Not so, however, in the time, when it can be manufactured and to order by the wholesale. They employ John Thompson to purchase State bonds for them, and pay therefor, trusting them for his pay till the first batch of bank notes, founded on them, is issued. They issue their railroad bonds, hypothecate them in Wall Street, and pay John Thompson for the State stock. They are then ready with a State-stock secured circulation to commence the road. The only trouble is to keep the bills afloat. But this is managed very easily. The bank need only to locate where it will not pay for any one to run on it, *e. g.* either in Rhode Island or Maine or in some back county in this State. The people take the money as long as it goes, while the Chicago and other bankers (to whom exchange is at all times a prime necessity) are afraid to run upon it for fear of breaking it, and thus creating a panic. The owners of the bank in this way, trusting to luck or the progress of events, keep the institution going as long as they can; and when they *can't* do so any longer, let it break, almost, invariably themselves taking care to be ready to 'stand from under' when the crash comes."

Still, while business was moving quietly, there being ostensible security for the ultimate redemption of the bills by the State, they passed from hand to hand, performing the essential functions of money as a circulating medium. So, despite the grave doubts of a few conservative far-seeing men, the system itself was popularly regarded as founded on a legitimate basis, only needing such amendments as experience from year to year might dictate for its perfection.

As to the "Wild Cat" or "Stump Tail" system itself, although it was undeniably utilized as a means of fraudulent and scandalous transactions, not alone at in-

accessible points, but in Chicago, it may be questioned whether all the banks whose issues were unredeemed and whose projectors and sustainers were heartily execrated by the sufferers, were "conceived in iniquity." Had it not been for the Civil War, it is very doubtful but that large numbers of these banks would have redeemed their outstanding circulation, and the growth of the railroad system of the country have made the locale of the bank easily accessible. Every system has its defects, and the defective possibilities of the State Bank system were augmented by the National crisis, when, possibly, taking a leaf from the Wild Cat primer, the Government issued currency of the most ultra "Wild Cat" description.

It will be seen that the law, as constructed by the officials authorized to give it effect, afforded no real safeguard to the public against any losses which might arise from the dishonesty of bankers. It was intended to secure the redemption of the currency to the extent of the bonds deposited as a basis for its issue. The depositors were left at the mercy of the business capacity or probity of the bankers. That the securities themselves should ever depreciate in value, to such an extent as to jeopardize or bring into distrust the currency issued, was not believed. The banks that were forced into liquidation during the panic of 1857, had, with comparatively few exceptions, redeemed their bills, and, in most instances, the losses of depositors had not been serious, and could be traced to mismanagement, inefficiency, or dishonesty on the part of the bank officials, absolutely to guard against which no law had been or ever could be framed.

The defects of this currency became most clearly apparent when, under the pressure of financial distress, it was necessary to convert it into gold or exchange for the liquidation of Eastern indebtedness. For that purpose it was found to be imperfect money, since it was not possible to redeem it on demand in specie, or its equivalent. With perhaps two exceptions, there were no banks in Illinois, during the panic of 1857, able to keep their circulation at par with gold.

As soon as the currency was put to the test, the price of Eastern exchange showed that the Illinois bank bills no longer performed the functions of money. Exchange rapidly rose in price, reaching a premium of ten per cent. in October, 1857, and, in the early months of 1858, selling at as high a rate as fifteen per cent., showing that, in spite of the resolutions of Western Legislatures, bankers, Boards of Trade, and mercantile associations to the contrary, the money afloat was radically deficient in the requisites of a sound currency, inasmuch as it could not be immediately convertible into a debt-paying medium abroad as well as at home. The money, however, being the best to be obtained, continued to circulate throughout the West. The losses, through fluctuations in exchange, were a constant source of annoyance to business men, and became the leading question of discussion in business circles. The Chicago Democrat, in commenting on the financial troubles of the day, made the following editorial strictures on the management of the Chicago banks, under date of September 18, 1857:

"In our city we have a number of banks who, so far, have done nobly. They have sustained themselves, while the banks of other and older cities have succumbed. For this they deserve much credit. * * * No one of them, however, appears to have had the capital, the ability, the boldness, or all combined, to stand up in the midst of the pressure and stretch out a helping hand to the public."

In 1860, on the eve of Lincoln's election, the opinion in financial circles as to the value of the prevailing

currency was divided. One class of capitalists favored the existing banking law, alleging that the banks organized under its provisions had withstood the brunt of a National financial panic, and had shown unexpected recuperative power after the financial storm. Another, and possibly more conservative, class maintained that from a poisoned fountain could proceed no pure water;



EXCHANGE BANK BUILDING.

that the prevalent system of banking had its origin in a mistaken conception of the fundamental principles of finance, and that the circulating medium lacked every essential element of a sound currency. The Press also, during this time, teemed with vituperation. The advocates of the system, however, urged that at the next session of the Legislature the banking law would be so amended as to force country banks to redeem their bills through agencies established in Chicago or Springfield, and thus render the bulk of Illinois currency more easily convertible into Eastern exchange when desired. With the proposed amendments to the law, the friends of the system claimed that it would approach absolute perfection. On the other hand, its opponents boldly alleged that the proposed amendment was merely designed as a convenient means of appeasing and obviating the justifiable opposition of the farmers to the law; that the advocates of the system were actuated by selfish motives; and that in proffering the proposed amendment, they were only throwing a sop to Cerberus.

Chicago had little local interest in State banking, as there were but few banks of issue here; yet, considering the immense volume of currency required to carry on her constantly increasing business, it was all important that the State currency should be on a sound basis, wherever issued. Nothing occurred to derange the system, or bring it into further distrust, prior to the election of Lincoln, in November, 1860. Up to the time last mentioned the credit of the Southern States had been as a rule, unimpaired, and their bonds were almost invariably received on deposit, as security for the issues of bank bills. In the autumn of 1860, the business of the banks increased, and their circulation was inflated to an extent which was excusable only in times of prosperity and general confidence. With the first agitation of Secession, the securities of the States involved in the proposed movement suddenly depreciated in value, and, with the growing conviction, that civil war was inevitable, the quotations each day showed a further

decline in the value of such securities. The banks of Illinois had an aggregate circulation of \$12,320,694, secured by deposits of United States and State securities of the par value of \$14,000,000, the bonds of the Southern States constituting more than two-thirds of the amount, viz., \$9,527,500.

This unexpected emergency found the currency of the State banks expanded to an illegitimate degree, and the banks themselves unable to withdraw. Not only would such withdrawal have brought ruin on the banks of issue themselves, but the whole business community would have been called upon to sustain the shock. The Illinois currency in circulation had no uniform value; it had been transformed into a mass of bank debentures, the value of which could only be estimated by the value of the bonds deposited for its redemption.

The winter and spring of 1861 was a period of general financial disorder and uncertainty. Exchange on the East (always resting on a specie basis), rose rapidly, and varied in price, according to the value of the bills offered in payment therefor. Currency varied so wildly in value as to be of little practical use as money. The bills of such banks as had held Northern securities, or had made their deficits good, rapidly disappeared from circulation, while those of less fortunate or less wisely managed banks flooded the city, and were passed from hand to hand and bank to bank, with a nervous precipitancy, which showed the general distrust in their value. The Chicago bankers issued daily bulletins, giving the names of those banks whose bills were entirely discredited, such as would be received at a discount, and such as would be received at par. The valuation of the various bills in circulation varied from twenty per cent. to par. Railroads, lumbermen, merchants and the Board of Trade, each issued a list of the current value of bank bills, no two of which were alike, and none of which remained unchanged sufficiently long to be of any value. Matters at last fell into such confusion as to threaten an absolute paralysis of all trade. At this juncture, a conference of the various interests were brought about by the Board of Trade, which resulted in a general understanding as to what bills should pass as money and what bills should be discredited. A list was adopted of all bank bills which should be taken at par, and another list of such as should be taken as currency, as soon as the banks therein named should make their securities equal to ninety cents in United States stocks. Public confidence, however, had received too rude a shock to be readily restored. No holder of the bank bills knew from one day to another how much he was worth. The excitement ran high, and the public prints teemed with charges and counter-charges against the bank managers. The Democrat and the Tribune represented, respectively, the opponents and the supporters of the banks as then established.

On May 18, 1861, the Democrat published the following editorial article, which created great excitement, not only in financial circles, but throughout the city:

"No man is safe in sleeping over night with one dollar of Illinois currency in his pockets. * * * There is great danger of a mob in our city. The day laborers will never be content to work for 'wild cat' which is not worth thirty-three and one-third cents on the dollar, and, should the 'Marine Bank' fail, there will be one of the most violent outbursts of the people ever known in our city. On Saturday night next, the laborers must have their wages.

They are entitled to their wages. The question arises, will the wild cats give them gold or silver or the Dunham Currency, or will they avail themselves of that opportunity to pay out their miserable wild cat? Laborers of Chicago, arouse! Will you any longer be the tools of knaves? Will you, on Saturday night next, have the Dunham or the Scammon currency? Do not let anyone talk to you about the iniquity of the Secessionists so long as the iniquity of the wild cat banks is transparent. Arouse, laborers, arouse! It is your sweat, it is your toil, that aggrandizes the wild cat aristocracy of Chicago. They are fattening upon your blood. The remedy is in your hands. Arouse! Arouse! A few days more and you will have to pay your taxes, or your property will be sold under the auctioneer's hammer. You ask to have these taxes postponed. The State does not need the money until January next. The taxes might well have been postponed until that time. But Scammon and the wild cat bankers in the Legislature, united with our Court



UNION NATIONAL BANK BUILDING, CORNER OF LA SALLE AND WASHINGTON STREETS.

House clique, put out their bills at one price and want to buy them back at another. They want to fertilize their resources by grinding into the dust the widows and orphans of Chicago. Wild cat bankers are worse than Secessionists. What shall be done? We leave the question for you to answer. * * * The good currency is being hoarded by our banks, and there is danger that a mob will let it out. Why undertake any longer to palm off worthless currency on our people, when our banking institutions have a better in their vaults?"

The Board of Trade regarded the foregoing article as so inflammatory in its character, that it adopted the following resolutions of condemnation:

"Resolved, That we regard the leading editorial in this morning's Democrat, inciting the laboring classes of our city to mob violence, as subversive of the peace and quiet of our city, and that we unanimously and unqualifiedly denounce and condemn the spirit of the article, and the editor and proprietor of the said paper for prostituting his journal to so base a purpose.

"Resolved, That in the opinion of this Board the article referred to will prove harmless in Chicago, but, where the character of the paper is not known, may be productive of evil consequences."

If the passage of these resolutions was intended to have a deterrent influence on the Democrat, the expectation was not realized. That paper published the resolutions, with two columns of editorial comment, of which the following are extracts:

"Who were the Board of Trade the censor of the Press any more than the Board of Blacksmiths, or Tailors, or Carpenters, or

Shoemakers? * * * Why does not the Board of Trade send over a committee to examine our articles, and not have them published until they are decidedly 'stump tail' and 'wild cat'? The evil consequences of our article referred to, in the last resolution, * * * relate to the fact that it may stop the sale of wheat in the country for wild cat, and we hope it will. * * * Our article of yesterday is but a transcript of articles that we have been writing all our life; and we mean to write more, just like it. We are not going to have them misrepresented, either. We are going to write them so plainly that he who runs may read."

Meanwhile, the finances of the city (always one of the heaviest depositors in banking institutions) had become involved, and the teachers in the public schools were threatened with either a total loss or a material reduction of the amount due them for salaries already earned. The Marine Bank was the depository of the city funds, and the bank officers declined to liquidate their indebtedness to the city in specie, or in currency which was of equivalent value. On July 5, 1861, at an adjourned meeting of the Board of Education, a proposition was submitted by the president of the Marine Bank that the city accept sixty-five cents on the dollar of the face of such deposit in full liquidation of the same. An amendment was offered by Mr. Wentworth to the effect that the president of the Board "be advised to co-operate with the city authorities in raising an amount sufficient to pay all the indebtedness of the Board to teachers and others." This amendment was lost by a tie vote. Mr. Wentworth then offered another amendment, in the form of a proviso, "That no settlement be made with any bank unless the officers of said bank previously furnish a statement of its condition, under oath, to be filed with the secretary of this Board." This amendment having also been lost, its supporters presented, and caused to be spread upon the record, a formal protest, signed by John Wentworth, J. C. Dore, H. T. Steele, L. B. Taft, Philo Carpenter, and James Ward. The action of the Board elicited the following comment from the Democrat:

"The statement, purporting to come from the Marine Bank, had the effect to alarm some of the best men on the Board of Education, who consented, reluctantly, to the proposition to compromise with that institution. * * * If this does not take all the amount in the bank, then the balance is to be acted upon hereafter. * * * This paper, purporting to come from the Marine Bank, is not officially signed. * * * Such a statement, we contend, should have been made to the bank, and filed in its archives, before the Board should have consented to throw away any portion of the money raised by our people from their hard earnings for school purposes."

The offer of the Marine Bank above mentioned was, however, confined to the school fund alone. In respect to other city funds, the proposition was not so favorable, as appears from the report of the comptroller, submitted on July 10, 1861:

"The Marine Bank and Chicago Marine and Fire Insurance Company have offered in payment of the city's balances on deposit, Illinois Bank notes at par worth, according to railroad list, so-called, averaging one-fifth each, 50, 60, 70, 80 and 90 cents on the dollar. Messrs. Hoffman and Gelpecke at present decline payment. A warrant on the treasurer for the balance on deposit there was presented June 18, and payment in Illinois Bank notes or anything else was declined."

The last named firm issued, about this time, through the public press, an announcement of their intention to pay all depositors in the Savings Department of their bank in full, on presentation of their claims, coupled with a request for indulgence on the part of their heavier depositors. The Democrat published the notice, with the following comments:

"When as unprincipled a set of scoundrels as ever disgraced any country in the universe were getting up the unmitigated fraud, known as a pledge to take wild-cat currency during the War, we took occasion to call upon members of this firm and tell them what the consequence would be to bankers like themselves if they signed the pledge. * * * All the embarrassments of this house have come about through the wild-cat system. Had it stood to the Long John, General Jackson and Tom Benton system of finance, it would have not been embarrassed in the least. The house was all right until a dishonest set of scoundrels got up that circular to take the money during the War. * * * The firm should never have offered their depositors a dollar of wild-cat, and no depositor of any self-respect, will take a dollar of wild-cat from any bank. A man who will compromise his account with a bank is guilty of a wrong. He is encouraging fraud."

Meanwhile, the Illinois banking system had collapsed, and may be said to have ceased to have a controlling power in Chicago's financial system by August, 1861. The official statement of the Illinois State Banks on November 30, 1860, contained the names of one hundred and ten solvent banks and eleven suspended banks, whose notes were redeemed at the State treasurer's office. The one hundred and ten solvent banks had an aggregate circulation of \$12,320,694.00, based on the following securities, deposited with the State Treasurer:

SOUTHERN SECURITIES.		NORTHERN SECURITIES AND SPECIE.	
Missouri 6's.....	\$3,026,000	Ohio 6's.....	\$ 284,854 96
Tennessee 6's....	3,321,000	Iowa 7's.....	91,000 00
Virginia 6's.....	1,284,000	Michigan 6's....	442,000 00
Louisiana 6's....	507,500	Michigan 7's....	50,000 00
North Carolina 6's..	858,000	Minnesota 8's..	140,000 00
South Carolina 6's..	100,000	New York 6's....	282,000 00
Georgia 6's.....	335,000	United States 5's.	19,900 00
Kentucky 6's.....	66,000	Ill. & Mich. Canal.	531,618 86
		Ill. New Internal	
		Improvement	
		Stock.....	323,238 27
		Illinois 6's.....	1,418,000.00
		Specie.....	42,861 00
	\$9,527,500		\$4,452,473 99

At the time of deposit the Southern States bonds were nearly all at par and considered reliable security.

Two years afterward, November, 1862, there were but twenty-two solvent banks reported, while ninety-three were reported as suspended, or in process of closing business.

Of the solvent banks the circulation had been reduced to \$566,163, as against \$12,320,694 two years before. The securities deposited by these banks to secure the redemption of their outstanding circulation were as follows:

Illinois 6's.....	\$692,279 52
United States 5's ..	15,000 00
Ohio 6's.....	6,000 00
Missouri 6's.....	4,000 00
North Carolina 6's ..	2,000 00
	\$719,000 00

The banks in liquidation were wound up, and had managed to pay on an average nearly sixty per cent. on their currency. The bills of the failed banks were redeemed as follows:

American Bank, Vienna.....	79½ per cent.
American Exchange Bank, Raleigh.....	51 "
Agricultural Bank, Marion.....	63½ "
Alisana Bank, Sullivan.....	55½ "
Bank of America, Mt. Carmel.....	93 "
Bank of Aledo, Aledo.....	67 "
Bank of Albion, Albion.....	68 "
Bank of Aurora, West Aurora.....	53 "
Bank of Benton, Benton.....	58 "

Bank of Brooklyn, Brooklyn.....	78½ per cent.
Bank of Carmi, Carmi.....	54½ "
Bank of Chester, Chester.....	54½ "
Bank of Commonwealth, Robinson.....	53 "
Bank of Commerce, Vienna.....	73½ "
Bank of Elgin, Elgin.....	66 "
Bank of Federal Union, Rock Island.....	63 "
Bank of Geneseo, Geneseo.....	68½ "
Bank of Indemnity, Gallatia.....	95 "
Bank of Jackson County, Carbondale.....	79 "
Bank of Metropolis, New Market.....	64 "
Bank of Naperville, Naperville.....	64 "
Bank of Northern Illinois, Waukegan.....	par
Bank of Peru, Peru.....	par
Bank of Pike County, Griggsville.....	63 per cent.
Bank of Quincy, Quincy.....	60 "
Bank of Raleigh, Raleigh.....	57 "
Bank of Republic, McLeansboro.....	55 "
Bank of Southern Illinois, Bolton.....	56 "
Belvedere Bank, Belvedere.....	52½ "
Bond County Bank, Greenville.....	73 "
Bull's Head Bank, Ste. Marie.....	70 "
Canal Bank, Thebes.....	58½ "
Central Bank, Peoria.....	75 "
Chicago Bank, Chicago.....	par
Citizen's Bank, Mt. Carmel.....	55 per cent.
Commercial Bank, Palestine.....	56 "
Commercial Bank of New Haven.....	54½ "
Continental Bank, Grandville.....	58 "
Corn Exchange, Fairfield.....	60 "
Corn Planter's Bank, Marshall.....	54 "
Columbian Bank, Elizabethtown.....	74 "
Douglas Bank, Metropolis.....	55 "
Eagle Bank of Illinois, Thebes.....	70 "
E. I. Tinkham & Co.'s Bank, McLeans-	par
boro.....	par
Franklin Bank, Greenville.....	63½ per cent.
Farmers' Bank, New Canton.....	64½ "
Farmers' Bank of Illinois, Metropolis.....	61 "
Farmers' and Traders' Bank, Charleston.....	50 "
Frontier Bank, Benton.....	53 "
Fulton Bank, Vermont.....	50 "
Garden State Bank, Hutsonville.....	65½ "
Grand Prairie Bank, Urbana.....	55 "
Grayville Bank, Grayville.....	54 "
Hampden Bank, McLeansboro.....	58 "
Humboldt Bank, Naperville.....	56 "
Highland Bank, Pittsfield.....	85 "
International Bank, Raleigh.....	87 "
Illinois Central Bank, Newton.....	82 "
Illinois River Bank, Hardin.....	92 "
Illinois State Bank, New Haven.....	65½ "
Illinois Security Bank, New Haven.....	73 "
Jersey County Bank, Jerseyville.....	58½ "
Kaskaskia Bank, Sullivan.....	62 "
Kankakee Bank, Kankakee.....	72 "
Kane County Bank, Geneva.....	par
Lafayette Bank, Bloomington.....	57 per cent.
Lancaster Bank, Lancaster.....	55 "
Lake Michigan Bank, Harrisburg.....	70 "
Marshall County Bank, Lacon.....	86 "
Merchants' Bank, Carmi.....	81½ "
Merchants' and Drivers' Bank.....	61 "
Morgan County Bank, Jacksonville.....	52 "
Mississippi River Bank, Oxford.....	53 "
National Bank, Equality.....	60 "
Narragansett Bank, Vienna.....	49 "
New Market Bank, New Market.....	62 "
Ohio River Bank, Golconda.....	81½ "
Olympic Bank, Metropolis.....	71 "
Patriotic Bank, Hutsonville.....	86 "
Prairie State Bank, Washington.....	59 "
Pittsfield Bank, Pittsfield.....	81½ "
Plowman's Bank, Taylorville.....	53½ "
Railroad Bank, Decatur.....	55 "
Reed's Bank, Galesburg.....	65 "
Rock Island Bank, Rock Island.....	50 "
Shawanees Bank, Elizabethtown.....	63½ "
State Stock Bank, St. Johns.....	72 "
Southern Bank of Illinois, Grayville.....	56 "
Toulon Bank, Toulon.....	67 "
Union County Bank, Jonesboro.....	61 "
Warren County Bank, Monmouth.....	70 "
Wheat Growers' Bank, Anna.....	70 "
Western Bank of Illinois, Savanna.....	62 "

Thus, in less than two years, the State currency of Illinois was virtually withdrawn, involving an apparent loss to the community which must have reached not less than three millions of dollars. It was the end of "wild cat" banking in Illinois. The final dissolution of the State system was attended with much business derangement which was concentrated and intensified in Chicago, at that time the great money center and business metropolis not only of the State, but of the great Northwest. The panic of 1857, as has been told, had sorely tried the banks and, under the stress of the storms, many weak banks had gone down. For two years thereafter there were few new banks established under the law, but under the stimulus of good crops and a prosperous business in 1859-60, new banks were called into existence and the volume of Illinois currency was increased nearly \$3,000,000 in the latter year. Currency, such as it was, was never so plentiful in Chicago and banking never more profitable, than in November, 1860, at the time of Lincoln's election.

The destruction of the system, like that of slavery, seems to have been due to no human volition, but to have rather been forced upon the people through events over which men had no control. The first signs of trouble appeared in New York on the week following the November election. Immediately after Lincoln's election was assured, popular gatherings were held at all the chief cities of the South and the Rebellion was begun, and simultaneously the credit of all Southern banks became affected at New York, the great commercial center of Southern trade. Southern bonds depreciated enormously, the cotton trade was paralyzed, and enormous quantities of Southern bills of exchange, drawn on shipments of cotton, were returned dishonored by New York merchants. By the 20th of November, all financial confidence between the North and South was at an end; the Southern banks were suffering a most serious run at home, and the banks of New York were endeavoring to protect themselves by a wholesale contraction of loans, that threatened to bring the whole trade of the country to swift ruin. Nevertheless, there seemed to be comparatively little distrust of the system itself, although it was destined to complete destruction within a year, and was, within the short space of six months, to go out of existence as a recognized financial agency in legitimate trade. On November 14, 1860, the Chicago Tribune, which failed to foresee the impairment of securities which was so soon to come, editorially commended the "Stock-security system of banking," and while deprecating the recent rapid increase in the number of banks, expressed its belief that the amendment to the existing law already noticed (requiring the banks to establish agencies for redemption at Chicago and Springfield) would relieve it of all objectionable features.

In the same issue, the Tribune showed how far the adherents of a "wild-cat" system were the victims of misplaced confidence in the ability of the West to weather the storm ("flurry"). The prophecy contained in the following editorial affords an illustration of the prevailing lack of understanding of the gravity of the financial crisis:

A SOLID FOUNDATION.—There is this much, at least, that is consolatory relative to the Secession movement and the financial flurry which has resulted. The North and West were never better prepared for it than now. The extraordinary bountiful crop which we have harvested the present season, the remunerative prices obtained for so much of it as has been disposed of, the close economy which has been everywhere practiced by our people, during the last three years, and their praiseworthy endeavors throughout that period to relieve themselves of indebt-

edness, have placed the country upon a solid basis, and it has but little to fear from even a protracted financial revulsion. There is no reason to believe that the panic which now prevails in the Southern cities, and to some extent in New York also, will extend to the Western States to a degree that will greatly affect our money market, or seriously depress the general business of the country. It is not probable that the excitement will continue much longer in New York City. Private advices last evening indicate the existence already of a better feeling, and we shall confidently look for an entire reaction within a few days. Let it be remembered that the flurry is the result of political causes, aggravated by the bad financial condition of the South alone. The commercial relations of the North and West are entirely healthy and on a solid foundation. If any one has entertained fears that disaster was about to overtake the business of the country, they may dismiss them at once. Our position is too strong to be greatly disturbed.

One week after the foregoing editorial was published, the storm had broken on the Illinois banking system, and the same paper, still reflecting the sentiment of the banks, gave a report of the situation. Under the heading, "The Illinois Banks," it said: "It is useless longer to ignore the fact, painfully evident to every man who is obliged to buy a draft on New York, or has occasion to use gold, that our Illinois currency is worth only from ninety-three to ninety-five cents on the dollar." With a self-gratulation somewhat remarkable under the circumstances, it added: "For this result we feel in no wise responsible. We have forewarned our readers again and again, and now that what we predicted is upon us, we have no other motive in what we write than to help the public out of their present financial difficulties, and to pave the way for the enactment of such amendments to our Banking law as will effectually protect the people in the future."

An examination, by the bank commissioners, of the securities in the hands of the auditor, had disclosed the fact that about one-fifth of the banks were short, and a call had been made on them to put up additional securities within thirty-five days, or to withdraw a corresponding amount of circulation. Yet a pledge was drawn up and put in circulation, binding banks and bankers to make no discrimination in Illinois currency, and the Tribune spoke hopefully of the prospect of its success, and added: "We see no cause, therefore, for any anxiety or alarm in regard to the currency of Illinois. The ultimate loss upon our currency must be small, and we advise all, therefore, to bear calmly and patiently whatever losses they are forced to sustain by the high rates of exchange, in the assurance that the Legislature will provide effectually against the recurrence of such a swindle in the future."

The following is a list of the banks to which the aforementioned circular was addressed:

American Exchange Bank	\$16,231
Bank of Aurora	32,485
Bank of Chester	6,466
Bank of Commonwealth	9,218
Bank of Naperville	2,500
Bank of Pike County	5,126
Bank of Quincy	24,582
Citizens' Bank	5,515
Corn Exchange Bank	25,602
Farmers' and Traders' Bank	7,607
Grand Prairie Bank	6,383
Grayville Bank	40,091
Lafayette Bank	4,044
Merchants' and Drovers' Bank	4,542
Morgan County Bank	5,743
National Bank	8,709
Prairie State Bank	2,043
Railroad Bank	5,057
Reed's Bank	3,066
Southern Bank of Illinois, Grayville	22,444
State Bank of Illinois	30,738

And a few days after, the banks and bankers of the city, believing that not all of them would respond to the

call, agreed to throw out the notes of the following banks: American Exchange Bank, Bank of Aurora, Bank of the Commonwealth, Bank of Raleigh, Corn Exchange Bank, National Bank, State Bank of Illinois.

The Tribune, in noting this fact, said: "On the rejected notes, the people who hold them must charge the losses to that pestilent little State of South Carolina, whose threats of secession are at the bottom of all this trouble."

On the 30th of November, 1860, it became apparent that the utter collapse of the whole system of bond-security was inevitable. Wholesale business, and notably the packing trade, was virtually at a stand-still. Large amounts of currency accumulated in the banks, deposits having increased, and but few remittances being made, owing to the high price of exchange, which was selling at seven per cent. The monetary article of the Tribune of that date endeavored to maintain its hopeful tone, and contained the following paragraph:

ILLINOIS BANKS.—Nothing new has transpired in relation to the rejected Illinois Banks. Most persons are wisely holding what they have till after the thirty-five days allowed by the bank commissioners to put up margins shall expire, when we shall know more nearly what their bills are worth. They will doubtless be worth more than they are now, and most of them will probably be taken at par. They are now bought at 80 cents on the dollar.

From this time things grew rapidly worse; indeed there was no cessation in the decline of Southern stocks, and no surcease of excitement on the part of those holding Illinois bank bills based on them, until the last bill had been retired and the last bank put in liquidation. The result of the collapse has already been given.

The Legislature convened January 7, 1861, when banking matters were at their worst. Nearly half the bank issues of the State were discredited, and many banks were already in the hands of receivers or were being wound up under the provisions of the law. Even then there was, measurably, a popular sentiment of confidence in the system, if only amended to suit the new emergencies which had arisen.

To perfect the law a new act was passed, which was approved and went into force February 14, entitled "An Act to amend the General Banking Law, in such manner as to afford greater security to the public." It provided for the exchange of depreciated stocks deposited with the auditor, for such State or United States stocks as had ruled at par value, or above, for the past two years; and defined more specifically the process of winding-up without delay the banks unable to exchange or make good their securities. All new banks chartered were to bank on Illinois State bonds and no others. It was further made the duty of every State bank doing business or located elsewhere than in Springfield or Chicago, to appoint agents, in either of the two cities named, for the redemption of its circulating notes; and it was enacted that every bank whose agent should neglect or refuse to redeem its notes on demand, at a rate of discount not exceeding three-quarters of one per cent., until January 1, 1862, and not exceeding one-half per cent. thereafter, should pay to the person making such demand interest upon the notes so demanded at the rate of twenty per cent. per annum; and if such notes should not be redeemed within twenty days from the time when first demanded, the bank defaulting to be put in liquidation by the auditor. The law required a semi-annual statement of the financial standing of each bank, sworn to by its executive officers, to be filed with the State Auditor on the first Monday of July and January of each year. The circulation was restricted to three times the actual bona fide capital

paid into the bank, and no bank thereafter could be organized nor more circulating notes be given to banks already organized, unless said bank should have a bona fide capital of twenty-five thousand dollars or more, actually paid in, in good faith, for the purpose of remaining in such bank as capital; and it was declared that the bonds deposited with the auditor for the redemption of bills, should not be considered as any evidence of the existence of capital in any such bank, nor any evidence of the amount or extent of such capital. Masters in chancery and judges were forbidden to grant injunctions to restrain the auditor from putting any bank in liquidation, or from selling their bonds for the redemption of their bills.

The further provisions of the amendment were believed by its friends to be such as to render the law as effective and safe as any that human ingenuity, prompted by the experience of the past, could devise. But, in spite of the law and the amendment, the basis of circulation was rapidly deteriorating, and, except as it provided more prompt and direct means of liquidation, the law was a dead letter from the time of its passage. Few new banks were organized under its provisions, although the few that survived exchanged their securities as required.

The following elected Chicago as their point of redemption, and appointed agents as below stated:

Union Bank, Boston—Ruxton & Co., Chicago, Agent.
 Treasury Bank, Griggsville—Western Marine & Fire Ins. Co., Chicago, Agent.
 Sycamore Bank, Sycamore—H. Doolittle, Chicago, Agent.
 Reapers' Bank, Fairfield—Merchants' Savings Loan & Trust Co., Chicago, Agent.
 Producers' Bank, M'Leansboro—H. Doolittle, Chicago, Agent.
 Grundy County Bank, Morris—H. Doolittle, Chicago, Agent.

The above list, with the Marine Bank, located in Chicago, comprised all that remained of the State Banks at the close of 1861, in which the city of Chicago had a direct local interest. Their circulation was as follows:

Union Bank.....	\$39,000
Treasury Bank.....	22,495
Sycamore Bank.....	5,100
Reapers' Bank.....	56,645
Producers' Bank.....	6,800
Grundy County Bank.....	5,100
Marine Bank.....	11,933
Total.....	\$147,073

There seemed to be, even among the legislators, a lurking suspicion that the old system had had its day. No National system had, as yet, been evolved. With a view to changing the system, or, of at least submitting the proposition of a change to the people, an act was passed during the same session, framed after the model of the Indiana and Ohio State bank laws, and providing for the establishment of a Union State Bank of Illinois, with branches throughout the State. The act was entitled "An act to establish a General System of Banking upon a Specie Basis, in the State of Illinois," and was to be submitted to the people for their adoption or rejection at the next general election. Under the provisions of this act, the "Union Bank of Illinois" was to continue for the term of twenty-five years from the date of its organization, and for such longer period as might be necessary promptly to close its business under the provisions of its charter. S. Staats Taylor, Maurice B. Brown, James Mix, Thomas A. Marshall, J. Young Scammon, Robert Smith, Zadoc Casey, Francis A. Hoffman, Theron D. Brewster, William Brown, of Jack-

sonville, James W. Singleton, Lewis Howell and Thomas J. Turner were appointed commissioners, who were to (provided the act was ratified by the people) divide the State into not less than ten nor more than thirty bank districts, and locate one branch of said bank in each district. The bill was rejected at the polls by an overwhelming popular vote, and thenceforth, until the establishment of National banks, Chicago and Illinois depended almost entirely on outside State currency for its circulating medium.

The rejection of this bill by popular vote virtually closed the era of banking under the laws of the State, the few surviving banks still doing business under their old charters, having a circulation so small as to be unimportant as a factor in the enormous and constantly increasing business of the early years of the War. Thus the necessities of the time forced the bankers of the city to provide the currency from sources outside the State, consisting of United States demand notes (greenbacks) and notes of State banks, which after the suspension of specie payments (December 28, 1861) were increased in volume enormously and flooded the West, where their circulation proved a constant source of profit to the banks of issue and their allies, the Western banks whose business it was to put and keep them in circulation. Owing to the constant demand for money in the legitimate channels of trade which the war had stimulated, and the lack of ordinary business caution, which increased as the speculative mania rose higher, there was almost no limit to the amount of paper money which the West absorbed. Chicago became the great disbursing center from which the country was flooded with State bank bills, a large proportion of which were known to be as unsound as any ever in circulation, and none of which longer represented a specie basis. They gradually drove greenbacks,* virtually, out of circulation, and for nearly three years had full sway in Chicago and the tributary country. These bills were redeemable in legal tender notes at their various places of issue, many of them being entirely out of the paths of western trade, and the best of them (New York and Massachusetts State bills) being subject to a discount whenever it was desirable to convert them into a form to pay Eastern debts. The bankers of Chicago, however, not being responsible even for their pseudo-redemption were satisfied to deal in them so long as the people would borrow them at high rates of interest, and they were readily received on checks, and otherwise performed all the local functions of money; indeed, so largely extended had their business become on the inflated basis of this State money that to suddenly discredit it would have brought many of them to ruin.

The approval of the bill for the establishment of National banks, which occurred March 25, 1863, opened the way for a larger supply of reliable currency, and the establishment once more of local banks of issue in the West, the bills of which would be current in all parts of the country where the United States government was acknowledged. The great mass of State bank bills, then filling all the avenues of trade, stood as a serious obstacle in the way of the establishment of such banks, and the commercial public soon began to murmur against the further use of a wild-cat currency when a more stable form was within its reach.

In May, 1864, it seemed to have become determined throughout the West that the currency of all State banks should cease to circulate or be recognized as

money, and that only greenbacks and National Bank bills, based entirely on the faith of the National Government, should be recognized as such. Nearly every country paper reported the sentiment of the people as favoring the movement. At Galesburg, on the 26th of April, the merchants of that city resolved "That on and after May 10, United States Treasury notes and National Bank notes should be the standard of currency and that in all money transactions those only, or their equivalents, should be received or paid out." The First National Bank of Galesburg indorsed the resolutions of the business men's meeting. At a convention held at Dixon, Lee County, the following was passed:

"Resolved, That while we deplore the shameful negligence of Congress, we do most cheerfully indorse the bold and determined course of the Chicago Board of Trade, in its endeavors to rid the Northwest of a worthless currency that has been too long taken for money, and we pledge ourselves to assist in driving home the worthless trash, and substituting greenbacks and National Bank notes."

The papers throughout Illinois, Wisconsin and Michigan gave like reports of the sentiment of the merchants, and indorsed them editorially.

The bankers of Chicago did not unanimously respond to the popular desire for an immediate change. Their interest and safety required delay for the adjustment of their affairs to the proposed new order of things. Many bankers had their entire capital invested in the currency which it was proposed to discredit, and they viewed with serious apprehension the results to themselves and the business interests of the city, which might follow so sudden and violent a contraction in the volume of the circulating medium. The trade, however, less timid, met the issue promptly, and, it is truth to say that the bankers followed its lead with becoming alacrity, and co-operated in a most creditable manner to avert the commercial disasters which they had feared.

The subject was discussed at large popular meetings held at the rooms of the Board of Trade and through the columns of the Press. The Board of Trade took action favoring the adoption of greenbacks and National Bank notes as the only currency to be recognized as current money in commercial transactions, and named May 15, 1864, as the time the rule should take effect. Consultations were had with the bankers, who objected most strenuously to the proposal, but, gradually yielding to the popular wish, fell into line and helped carry out the reform. On May 9, 1864, the following manifesto was published.

"We, the undersigned, members of the Board of Trade, agree, on and after the 15th, to base all transactions, either buying or selling, on legal tender treasury notes, or their equivalent:

Munn & Scott,	H. H. Harrison,
B. P. Hutchinson,	R. P. Whitney,
Tribune Company,	George M. How,
Culver & Co.,	Hobbs, Oliphant & Co.,
Armour, Dole & Co.,	J. Conway,
Cragin & Co.,	A. J. Hoagland,
J. H. Dole & Co.,	D. S. Mugridge,
J. M. Williams,	Brayton & Young,
R. & S. P. Carter,	T. H. Seymour & Co.,
F. Edwards,	Richard S. Thomas & Co.,
Charles Sanford,	J. H. Hall & Co.,
Tomblin & Bro.,	Parker, Colton & Sprague,
A. C. Williams,	Graeff & Hendrix,
E. K. Hubbard,	Bevans & Co.,
Alfred Smith,	Rumsey Bro. & Co.,
Charles Randolph,	Munger, Wheeler & Co.,
J. J. Richards,	Albert Morse & Co.,
A. Eichhold,	Sam M. Nickerson & Co.,
Francis M. Mitchell,	E. W. Mitchell,
Gilbert, Updike & Co.,	Van Wagenen & Co.,
Spruance, Preston & Co.,	C. S. Hutchens & Co.,
M. S. Garwood,	J. Brown,
Miller & Wilmarth,	O. W. Clapp,
W. T. Knight,	Hubbard & Hunt,

* As a result of the compound interest U. S. notes were absorbed and held as a prohibitive investment, these were therefore necessarily retired from circulation.

Germain, Gibbs & Co.,
Lee & Antes,
Hawkins & Chapman,
M. S. Nichols & Co.,
Phillips & Bro.,
J. Maple & Co.,
Lyon & Murray,
Davis, Pope & Co.,
Allen Howe,
Irwin & Morey,
A. Bloom,
Kimball & Wolcott,
Albert E. Neeley,
Joseph McDonald & Co.,
Charles G. Wicker,
Hayt, Whaling & Co.,
J. C. Dore,
F. Drake,
S. Gupton,
D. K. Holt,
E. K. Bruce,
A. A. Kankin,
J. W. Foss,
S. S. Williamson & Co.,
Tarbell, Emmons & Co.,
Hamlin, Modler & Co.,
C. J. Plate,
A. T. Spencer,
Richmond & Hancock,
Joseph Dawe,
G. D. Dickinson,
Sherman, Hall & Pope,
George R. Crittenden,

George F. Williams,
M. Gray & Co.,
J. B. Thompson,
G. T. Elliott,
Walter S. Frazier,
Linsley & Hanchett,
W. D. Houghteling,
Joseph H. Tucker,
Bensley & Shinn,
G. P. Adams,
Sam T. Atwater,
George Ellison,
Levi Higgins,
Howe & Robbins,
F. D. Oertel & Co.,
Gibson & Chase,
J. H. Gale & Co.,
Julian Kune & Co.,
G. & J. Watson,
Maitland & Scranton,
W. N. Brainard,
W. Norton,
C. H. Pendleton,
Daniel Jenkins,
Boynton, Webster & Co.,
A. Solomon,
C. A. Rogers,
Bedford, Meredith & Co.,
William Little & Co.,
J. B. Taylor,
Dickinson & Son,
Murry Nelson & Co."

Three days later, the bankers manifested their intention to adopt the rule on the date named, as follows:

"The undersigned, banks and bankers of the city of Chicago, hereby agree that on and after Monday, May 16, 1864, we will receive on deposit, at par, and pay out at par, only Legal Tender notes, National Bank notes, and the notes of such other banks as redeem at par in the city of Chicago.

"It being understood that all the checks dated prior to May 16, may be paid in the present currency, and all balances due between banks and bankers, on Monday morning, are to be settled on the same basis.

"EDWARD I. TINKHAM, Cashier of the Second National Bank; E. E. BRAISTED, Cashier of the First National Bank; J. YOUNG SCAMMON, private banker; A. C. BADGER & Co.; W. H. WAITE, Secretary Western Marine and Fire Insurance Co.; S. A. SMITH, President Merchant's Saving Loan and Trust Company; J. M. ADST; J. G. CONRAD; PRESTON, WILLARD & KEAN; IRA HOLMES, Cashier of the Third National Bank; C. B. BLAIR; JOSIAH LOMBARD, President of the Fifth National Bank; SOLOMON STURGES & SONS; W. F. COOLBAUGH & Co., per CONNELL; ROBERT REID, Agent of the Bank of Montreal; H. DOOLITTLE; JAMES BOYD; TYLER, ULLMAN & Co.; S. A. BRIGGS, Cashier of the Fourth National Bank; C. C. PARKS & Co.; LEOPOLD MAYER & Co.; HENRY GREENEBAUM; GEORGE C. SMITH; RUTTER, ENDICOTT & Co.; N. B. KIDDER, Cashier of the State Savings Institution."

The disappearance of the State Bank bills from circulation was not followed by any serious disaster. National banks were rapidly organized, and, by the close of the year, business was being done, for the first time in the history of Chicago, with a currency having a uniform value in all parts of the country.

In the fall, a few banks and bankers that had been quite largely extended on the State Bank issue, had done a purely speculative business, or had been running with inadequate capital, were forced to stop business. On September 29, C. C. Parks & Co. failed; on September 30, J. G. Conrad failed; October 1, the Western Marine and Fire Insurance Company failed; and on October 11, even the reliable Merchants' Loan and Trust Company got into such difficulties, financially, as to compel it to a temporary suspension of active business. There was something of a panic for a week or two, but the financial ship suffered no damage in the slight but sudden storm which overtook it.

The Tribune, which had been a staunch champion of a National currency from the beginning, summarized

the history and the situation at the close of the year as follows:

"At a meeting of bankers and others, on May 7th, a proposition to fix upon a greenback basis was voted down. A week later it was adopted, so rapid was the change in public sentiment when fairly directed to the subject. 'Rag money went down' and made no sign." None of the evil feelings of the timid or the interested came true. There was forthwith enough of the new and universal currency to take its place, and the result showed what we urged from the first, that we have the staples the country must have, and what will always bring money and the best money if we demand it. It is beyond our present purpose to dwell here upon the full benefits of the change in system, and it is unnecessary, since they have been brought home to every reader. In former years, in the best times, exchange on New York has ruled from 1 to 5 per cent., liable to be carried by the slightest panic to 18 or 20 per cent. This burden and this peril have been lifted from our trade. Exchange on New York throughout the year has averaged at par.

"So rapidly has the National Bank system grown, that we have now seven National Banks in prosperous operation, as follows:

BANKS	PRESIDENTS:
First National.....	E. Aiken.
Second National.....	J. A. Ellis.
Third National.....	J. H. Bowen.
Fourth National.....	B. Lombard.
Fifth National.....	Josiah Lombard.
Mechanics' National.....	J. Y. Scammon.
Northwestern National.....	B. Sturgis.

"The Manufacturers' National Bank has just been organized, with a capital of \$225,000. The directors are Hon. William H. Brown, L. B. Taft, D. J. Lake, William Bross, James Kelly, Charles F. Gray and J. H. Wicker. The directors subsequently elected Hon. William H. Brown president, and David J. Lake cashier. The bank has taken the office recently occupied by the Marine Bank, and will commence business early in January. This is the eighth National Bank established in this city, and there are three or four others nearly ready to go into operation under equally favorable auspices and associations. By the opening of the next business season, the amount of capital of National Banks in this city will exceed four millions of dollars, and will result in the transformation of most of our best and most solid institutions to the new system. The simple statement of such proof of indorsement of the National Bank system in a uniform National currency by our ablest and best established men is a significant fact that requires no stay by added comments of ours. To give an adequate idea of the extent of the banking interests of this city, we shall venture on only a few comparative general statements of facts well sustained and susceptible of careful proof. The banking transactions of Chicago are all for cash. It stands as the paymaster of the great Northwest, and disburses the millions in currency required to move its great food staples. Each year, by the opening of new channels and development of new currents of trade, has evidenced our legitimate and inevitable field. The banking capital of Chicago, at the close of this year, has more than doubled in the past twelve months, and is three times as large as that of 1862. We are now in the packing season, a period of heavy disbursements, but then it must be remembered that there is a complete lull in the transactions in grain. For the last sixty days the amount handled by our bankers daily is ten millions of dollars.

"Within the past fortnight one of our leading banking houses in a single day shows transactions reaching two million and a half of dollars, and there are other instances almost equally striking. It must be remembered that this is currency, actually handled, counted, piled, and carried away. One million dollars a day goes into the country to the producer. Well may the bankers rejoice that the days of rag money are over."

From the close of 1864 to the time of the great fire, October 8, 1871, the National banks furnished (excepting greenbacks) abundant currency for the transaction of business. There was a season of unbroken prosperity, and the history of banking shows no features of interest further than an increase from year to year of banking facilities, as the increasing wants of trade demanded, by the chartering of new National banks and the increase of the capital and circulation of those already doing business.

At the time of the fire there were seventeen National banks and ten private banking institutions. The National Bank capital was \$6,800,000, with an undivided surplus of capital amounting to \$2,715,000. The total bank capital of the city was \$12,250,000.

The individual history of some of the bankers and the banks which were in business existence during the period embraced in this volume are given in the following pages.

The banks and banking institutions in operation in 1860-61, as found in city and banking directories, annual reviews, and elsewhere, were as follows:

BANK OF AMERICA.—South Wells, between Lake and South Water streets. This is the last appearance of this bank. It was

R. Dickinson, cashier. Capital \$250,000. In Special Directory of December 12, 1871, after the great fire, William Richardson appears as manager; office Madison Street, northwest corner Market.

The Bank of Montreal, with headquarters in Montreal, Canada, is one of the oldest and the largest banking institutions on this continent. It has ever had a prosperous career, having paid average dividends of over nine per cent. since its organization. In 1860, a branch office was opened in this city, under management of E. W. Willard, in the old Metropolitan Bank, where it remained until 1867, it being under the management of E. W. Willard and others. In 1867, the bank closed its Chicago office, withdrawing

from the business here until the fall of 1871, immediately after the great fire, when a branch was again opened, taking temporary quarters in the old Union Block, on Madison Street, near the bridge. In 1872, a removal was made to the location so long occupied in the building at the southeast corner of LaSalle Street and Madison. In May, 1885, it removed to its present quarters, at No. 226 LaSalle Street, near the new Board of Trade building. William Munro, the present manager of the bank here, has been in Chicago since 1876, at which time he succeeded William Richardson. He first entered the employ of the home bank when but eighteen years of age, and went through, step by step, the various grades of promotion until he reached the position he now holds. Mr. Munro is a native of Canada, born in 1836. He first came to Chicago in 1865, as an

accountant in the branch office of the bank here, but six months later was recalled to the home office, where he remained until ten years later, when he returned to this city, which has since been his home.

WESTERN FIRE & INSURANCE COMPANY.—No. 57 Dearborn Street. President, J. H. Woodworth; Secretary, W. H. Waite.

WESTERN MARINE AND FIRE INSURANCE BANK.—Corner State and Randolph. Last noticed in 1862.

WESTERN WORLD INSURANCE AND TRUST COMPANY BANK.—No. 144 South Water Street. Chartered in 1853. Last appears in Directory of 1862.

ILLINOIS SAVING INSTITUTION.—No. 104-106 Washington Street. Organized in 1855-56. First President, John H. Kinzie. Last appears in 1862.

MERCHANTS' LOAN AND TRUST COMPANY.—In 1856, the views of Chicago's financiers on the question of banking might have been grouped under two categories. It is not too much to add, that the men who assumed to be financiers might also have been divided into two classes—those who had money to lend, and those who saw in the "wild-cat" banking system a method of borrowing money from the general public. Meetings of capitalists who failed to cherish the prevalent confidence in the wisdom and ultimate success of the theory on which most of the Illinois banks were founded and conducted, were frequently held. Among those who attended such meetings, and whose names afterward became identified with the city's financial prosperity, were Walter L. Newberry, John High, Jr., Henry Farnham, H. H. Magie, John H. Dunham, George Steele, John H. Foster, Jonathan Burr, Isaac N. Arnold, William B. Ogden, John Wentworth, A. H. Burley, Luther Haven, D. R. Holt, Mahlon D. Ogden, George Armour, F. B. Cooley, Grant Goodrich, William E. Doggett, E. K. Rogers, Edwin Blackman, Cyrus H. McCormick, Amzi Benedict, Asher Carter and Solomon A. Smith. These men deplored the return to his native land (Scotland) of the great capitalist and conservative banker, George Smith. They early foresaw the consequences which ultimately followed the almost unlimited expansion of the currency resulting from the "wild cat" and "stump-tail" heresies.

Strong efforts were put forth to secure a legislative delegation in favor of a uniform standard of value, and of protection for the business men and the laboring classes from the schemes of men who desired to become bankers without capital of their own. John H. Dunham (afterward the first president of the institution) and Isaac N. Arnold (one of its earliest trustees) were elected representatives. Through their efforts, a charter for the bank was obtained, although the friends of unlimited, worthless, paper money were said to have opposed the granting of a franchise, and to have employed a large and influential lobby to defeat it. The charter was approved on January 28, 1857, and has remained unchanged until



chartered July 19, 1852, by George Smith and Elisha Willard (George Smith & Co.), with \$1,000,000 capital.

CHICAGO BANK OF I. H. BURCH & CO.—Lake, corner of LaSalle Street. Incorporated July, 1852, the firm being I. H. Burch and Samuel Howe.

MARINE BANK.—Lake, corner of LaSalle Street. Chartered January 13, 1852. President, J. Young Scammon; cashier, Edward I. Tinkham. Original capital \$50,000; increased in May, 1852, to \$500,000. Officers in 1859—President, J. Young Scammon; cashier and secretary, B. F. Carver. 1860—President, J. Young Scammon; cashier and secretary, Hamilton B. Dox. 1863—President, J. Young Scammon; cashier, J. W. Underwood; assistant cashier, Samuel S. Rogers. Re-organized in 1863 as Marine Company of Chicago.

MARINE COMPANY OF CHICAGO.—Re-organization, in 1863, of Marine Bank. Capital \$500,000. President, J. Young Scammon; assistant secretary, Samuel S. Rogers; assistant treasurer, E. C. Long. 1866-69—President, J. Young Scammon; manager, Robert Reid. 1870-71—President, J. Young Scammon; manager, Robert Reid; secretary, Samuel S. Rogers; treasurer, Eugene C. Long.

E. GEORGE ADAMS organized his bank in 1852.

BANK OF MONTREAL.—No. 46 LaSalle; E. W. Willard, agent. In Directory of 1866-67 appears as Branch Bank of Montreal, Canada, No. 48 LaSalle. G. C. Smith and Bro., agents; J.

the present day. In the following March the institution was organized.

The following gentlemen constituted the first Board of Trustees: John H. Dunham, John H. Foster, William E. Doggett, Augustus H. Burley, Jonathan Burr, Henry Farnham, William B. Ogden, Walter L. Newberry, Isaac N. Arnold, F. B. Cooley, John High, Jr., George Steele and D. R. Holt. John H. Dunham was elected the first president, and so continued until compelled, by failing health, to seek relief in travel. He was succeeded by the late Henry Farnham, who served but a short time, when he removed to New Haven, Conn. Solomon A. Smith followed Mr. Farnham, and continued to fill the office until his death, November 25, 1879. Mr. Smith, by his long continued service, his fidelity, his foresight, and his uncompromising hostility to every scheme of dishonest banking, won a National reputation. There is no name associated with the history of Chicago banking more honored than his. To him the character and reputation of his institution was as sacred as his own, and he had no respect for the man who could draw a distinction between corporate and individual honor and honesty. John Tyrrell succeeded Mr. Smith, and served until 1884. He was unwilling to give up his private business, and would only consent to accept the office upon the condition that he might retire as soon as a satisfactory successor could be found. Such a successor was found in John W. Doane, the present incumbent, who is the fifth president in a period of twenty-eight years.

John High, Jr., was the first vice-president. He lost his life in a fire on Lake Street, in 1857, and Walter L. Newberry then succeeded him. He declined a re-election, and Jonathan Burr was

John High, Jr.
(High & Magie)

chosen in his place, and served until his death. He was followed by H. H. Magie.

The first cashier was A. J. Hammond. Being about to return to Hartford, Conn., he resigned the office, and was succeeded, temporarily, by M. B. Bartlett. D. R. Holt was elected his successor, and continued to serve until 1862, when he was followed by Lyman J. Gage.

There have been but few changes in the board of trustees, Mahlon D. Ogden succeeded his brother, William, in 1858. In 1859, Solomon A. Smith succeeded Isaac N. Arnold, on the latter's election to Congress. George Steele succeeded H. H. Magie.

The utmost harmony in policy has characterized the management of this institution from the beginning, there having been no changes of officers, except those resulting from death, voluntary resignation, or removal from city.

The charter fixed the amount of capital stock at \$500,000, with liberty to increase it to \$2,000,000, and fixed the par value of the shares at \$100 each. Subscriptions to the stock came in rapidly, and the shares soon appreciated in value. The first increase in the amount of stock was made in 1867, after which it was raised to \$1,000,000. In 1873 it was raised to \$1,500,000, and in 1882 to \$2,000,000, the limit named in its charter.

The institution was first opened in Dickey's Building, where it remained until the fire. It is now in the Portland Block, at the corner of Washington and Dearborn streets.

JOHN H. DUNHAM, one of the prominent early settlers of Chicago, was born in Junius, Seneca Co., N. Y., in 1817. Until he was seventeen years of age he lived with his father on a farm, when he started out to make his own way in the world—and, it is needless to say, that he made it. Going to Waterloo, N. Y., he learned the hardware trade, and commenced business for himself in 1839. He thus continued until 1843, when he sold out, and in the spring of 1844 removed to Chicago. Here Mr. Dunham engaged in the wholesale grocery business, and in the spring of 1848, when the impurity of the water supply made it imperative that the old hydraulic works should "go," he was the power behind the throne which inspired the Press of the city—especially John L. Scripps—to cry aloud for new Water Works. He also was instrumental in framing the bill for the appointment of a board of water commissioners and the establishment of the new system. In 1856, he served a term in the State Legislature, and all his efforts as a legislator, supplemented by his labors as a merchant and a banker, were

directed toward the expulsion of the foreign and local irredeemable paper currency then flooding the channels of trade. In 1857, he assisted in the organization of the Merchants' Saving Loan and Trust Company of Chicago, and was elected its first president, retaining this position until 1862, when he resigned, and resumed mercantile pursuits. During Mr. McCulloch's administration as secretary of the treasury, he was appointed bank-examiner of this State, and served some time. Mr. Dunham has also been identified with the Chicago Historical Society from the first, being one of its most trusted and prominent members. Although recognized as one of the city's most substantial residents, he has never sought public offices, and the positions of trust which have come to him have been unsolicited, and a tribute to his inherent worth.

EDWARD H. HADDUCK, one of Chicago's earliest and among its wealthiest settlers, was born in Franklin, New Hampshire, on April 2, 1811. His father was William Hadduck, a farmer, a merchant and a tanner of Franklin, who early in life married as his first

E. H. Hadduck

wife, Daniel Webster's sister. His second wife was Lucretia Kimball, and the mother of Edward H. Hadduck. For many years after leaving school Mr. Hadduck worked upon his father's farm, a portion of which had been sold to Daniel Webster, and there was intimately associated with the great statesman. Mr. Hadduck came to Chicago in 1833, and as the United States Government was at that time supplying the Indians with provisions, he took the contract of supplying bread, and, after procuring a practical baker from Buffalo, established a bakery at this point. At the end of one year he sold his interest, and a short time afterward built a warehouse for the storage of grain at the corner of Wabash Avenue and South Water Street. During President Harrison's administration, Daniel Webster procured for him the appointment of Internal Revenue Collector for this district, which position he most acceptably filled. In 1835, he purchased a lot on Lake Street, between Dearborn and State streets, and erected thereon a dwelling house. About the same time, he bought the old Mansion House from Dexter Graves, but how long he continued in the possession of that hotel property can not be ascertained. He was one of Chicago's first aldermen, serving the city in that capacity when William B. Ogden was mayor. He was for many years connected with the Marine Bank as a stockholder, and also with the Loan and Trust Company, resigning his position a short time before his death, which occurred May 30, 1881. Mr. Hadduck was a man of exemplary habits, and was always known as a strong advocate of total abstinence and temperance in all things. The record of his life is one of honesty and integrity, and his death was a public loss. He was married in Chicago, in 1834, to Miss Louisa Graves. They had one daughter, Helen, now the wife of John DeGowen.

THE PRAIRIE STATE LOAN AND TRUST COMPANY.—Chartered in 1859. No. 95 West Randolph Street. Capital \$100,000. President, B. Wheeler; vice-president, M. D. Buchanan; secretary, H. P. Churchill; cashier, C. B. Meyer; trustees, B. Wheeler, J. W. Scoville, O. Cronkhite, H. P. Churchill, P. W. Gates, S. W. Rawson, T. Buchanan, C. B. Meyer, M. D. Buchanan. 1871—President, J. W. Scoville; cashier, C. B. Meyer.

The Prairie State Loan and Trust Company was organized and chartered, with banking privileges, under charter granted by special act of the Legislature on February 22, 1860. The place of business was then at No. 95 West Randolph Street, and the first officers were Bacon Wheeler, president; M. D. Buchanan, vice-president; and C. B. Meyer, cashier. In 1872, the company erected their present building at No. 110 West Washington Street, which was completed and occupied during that year. In 1871, Mr. Wheeler retired from the presidency, being succeeded by James W. Scoville, who was elected his successor on July 15 of that year. The present officers of the company are—James W. Scoville, president; Charles Burton Scoville, vice-president, elected in November, 1879; George Van Zandt, cashier, elected in September, 1876, vice Mr. Meyer, resigned; and George Woodland, assistant cashier, since January, 1881. In addition to a general banking business, the company have safety-deposit vaults, and a savings department. The capital of the company is \$100,000, with a surplus fund of \$45,000. It is a matter of justice to say that the affairs of this company have been, from the first, so managed as to gain the confidence of the business public, and that, owing to this safe and conservative policy, it has won the position it now holds as one of Chicago's soundest financial institutions.

JAMES W. SCOVILLE, president of the Prairie State Loan and Trust Company, was born in Pompey, Onondaga Co., N. Y., on October 14, 1825. There he was reared and educated, and, on attaining his majority, entered a business life. In 1856, he came

West, and located in this city, which has since been his home, and where he took the position of cashier for the old firm of Gate, Warren, Chalmers & Fraser, and was later the assignee of that company, and subsequently, on winding up their affairs, helped to organize the Eagle Works Manufacturing Company, of which he was both secretary and treasurer for a number of years. In 1862, he severed his connection with that company, and engaged in the real-estate business until 1871, with the exception of three years, when he was appointed to the position of assistant county treasurer, during which time he was acting county treasurer. In 1869, he became one of the founders of the company with which he is still connected, and of which he has been the executive officer for the past fifteen years. Mr. Scoville is a man of acknowledged ability, and, as a financier, he ranks with the leading bankers of the West. He is cautious and conservative in his business policy, and prefers to make money slowly but surely, rather than enter into brilliant schemes, that, while they promise much, can not be depended upon to always yield fair returns. It is this characteristic of Mr. Scoville that has marked his success as a banker, and which has doubtless done so much to advance the institution, of which he is the head, to the position it now holds among the financial institutions, not only of Chicago, but of the West. Mr. Scoville married, in 1853, Miss Mary A. Huggins, daughter of Spencer C. Huggins, of Orleans County, N. Y. They have one son, Charles Burton, who is vice-president of the bank. Mr. Scoville is a resident of Oak Park, where his liberality and good judgment are visible in all its enterprises, his influence being felt in every interest of the village. His donations to church, school and library have exceeded, perhaps, those of any other citizen. Among his recent gifts may be mentioned that of \$75,000 to the Oak Park Public Library Association, for the erection of a new library building, which will be one of the finest in the West. In addition to this munificent bequest, Mr. Scoville has also provided this institution with an endowment, amply sufficient for its maintenance, stipulating only that, when completed, the library shall be open to the public free of charge.

CHICAGO SAVINGS INSTITUTION AND TRUST COMPANY.—Chartered in 1857. Officers in 1871: President, B. W. Phillips; cashier, C. F. W. Junge.

UNION INSURANCE AND TRUST COMPANY.—Chartered in 1857. Officers in 1871: President, S. W. Rawson, cashier, William B. Hoswell. Location, prior to the fire, at No. 133 Dearborn Street; branch, No. 336 Milwaukee Avenue. After the fire, No. 37 Madison Street.

RUTTER, ENDICOTT & CO.—Corner Lake and Clark streets. Joseph O. Rutter and William F. Endicott. Organized in 1860. Subsequently merged into the Traders' Bank and Trader's National Bank.

REAL ESTATE LOAN AND TRUST COMPANY.—Chartered in 1861. President, Benjamin Lombard. Location: Nos. 105-107 Monroe. Officers in 1871: President, Benjamin Lombard; vice-president, S. A. Briggs.

MERCHANTS', FARMERS' AND MECHANICS' SAVINGS BANK.—No. 52 Clark Street. Incorporated in 1861. President, S. H. Fleetwood; vice-presidents, Francis C. Sherman and P. R. Westfall; cashier, Sidney Myers. 1866-70—No. 13 Clark Street. Officers same as before. Special Directory of December 12, 1871: No. 64 South Halsted. President, P. R. Westfall; cashier, Sidney Myers.

THE STATE SAVINGS INSTITUTION OF THE CITY OF CHICAGO.—Incorporated February, 1861. No. 104-106 Washington Street. President, John C. Haines; vice-president, George Schneider; cashier, N. B. Kidder; assistant cashier, C. D. Bickford. 1866-67: No. 82 LaSalle Street. Same officers as above. 1868-69: No. 80-82 LaSalle Street. President, George Schneider; vice-president, L. B. Sidway; cashier, N. B. Kidder; assistant cashier, C. D. Bickford. 1870: President, John C. Dore; cashier, N. B. Kidder. Special Directory of December 12, 1871: South side of Madison, near Market Street. President, J. C. Haines; cashier, C. D. Bickford.



"BEE HIVE" BANK.

1863.

FIRST NATIONAL BANK OF CHICAGO.—First location, southwest corner of Lake and Clark streets. Capital, \$1,000,000. Officers: President, E. Aiken; cashier, E. E. Braisted; directors, E. Aiken, S. W. Allerton, S. G. D. Howard, B. P. Hutchinson, Samuel M. Nickerson, Tracy J. Bronson, John B. Sherman, Byron Rice, E. G. Hall.

uel M. Nickerson, Tracy J. Bronson, John B. Sherman, Byron Rice, E. G. Hall.

The First National Bank was organized May 1, 1863, with a capital of \$1,000,000. Its location was then on the southwest corner of Lake and Clark streets, and its officers as follows: President, E. Aiken; vice-president, Samuel M. Nickerson; cashier, E. E. Braisted; directors, E. Aiken, S. W. Allerton, S. G. D. Howard, B. P. Hutchinson, Samuel M. Nickerson, Tracy J. Bronson, John B. Sherman, Byron Rice and E. G. Hall. Mr. Aiken died in January, 1867, and Mr. Nickerson, the present incumbent, was elected to succeed him. In August, 1868, Lyman J. Gage was appointed cashier. The great fire partially destroyed the bank building, and after a temporary removal, on January 1, 1872, the management occupied their re-built structure, corner of Washington and State streets. The safes and vaults of the building had been quite unharmed; not a security or valuable was lost, and the business has proceeded uninterrupted through the week of the fire. The First National Bank passed successfully through the trials brought on by the fire of 1871 and the panic of 1873. From 1868 to 1882, its capital was \$1,000,000, and upon the expiration of its charter, during the latter year, its reserve, or surplus fund over dividends, was found to be \$1,800,000. In May, 1882, a new organization was effected, under the same designation, with a cash capital of \$3,000,000. Lyman J. Gage then became vice-president and general managing, or executive, officer. At this time, also, the magnificent new building, at the northwest corner of Dearborn and Monroe streets, was erected. From the last report of the bank, made March 10, 1885, it is seen that its capital is \$3,000,000; surplus \$500,000, and undivided profits \$262,000. Its officers are as follows: President, Samuel M. Nickerson; vice-president, L. J. Gage; cashier, H. R. Symonds; assistant cashier, H. M. Kingman; second assistant cashier, R. J. Street.

SAMUEL M. NICKERSON, president of the First National Bank of Chicago, is a man whose name is justly a synonym for financial stability and enterprise. He comes of old Puritan stock, being born in Chatham, Mass., June 14, 1830. In 1837, his parents removed to Boston, but, four years thereafter, returned to Chatham. It was in these two localities, therefore, that the son obtained his first and last schooling, spending a portion of his early years, also, on his father's farm near the latter town. In 1847, he removed to Apalachicola, Florida, where, for a number of years, he acted as a clerk in his brother's store. In 1851, he commenced business himself as a dealer in general merchandise and lumber, but, in the spring of 1857, all his property was destroyed. But Mr. Nickerson was far from being a ruined man. Although, for a time, he compromised with his creditors, within five years he paid them in full, although not legally bound so to do. Removing to Chicago in 1858, with a small sum of money which was loaned to him by his friends, he bravely launched out again into the business world. As a distiller of alcohol and high-wines, he rapidly accumulated a fortune, and, in 1864, was able to retire from active business. During that year he became president and the controlling spirit in the Chicago City Horse Railroad Company, and brought it into the most prosperous condition. For seven years he remained at the head of affairs, and resigned in 1871 his banking interests having grown to such proportions as to require his entire attention. In 1863, he was elected first vice-president of the First National Bank, and continued this until 1868, when he became president. He erected the magnificent fire-proof bank building, at the corner of State and Washington streets, in 1867-68—one of the very few structures in the business district of the burned district whose walls withstood the fierce onslaught of the hurricane of flames on the memorable "eighth of October." Mr. Nickerson's elegant private residence on the North Side, however, did not escape their fury. Ten years thereafter, he built one of the most palatial residences in the city, situated on the corner of Cass and Erie streets. In 1881-82, he erected the grand structure, corner of Dearborn and Monroe streets, occupied by the First National Bank, which is another tribute to his business energy and enterprise. The quarters occupied by the bank are among the largest and most elegantly appointed of any similar institution in the country, there being in its employ about one hundred officials and clerks. Besides being at the head of this powerful financial institution, Mr. Nickerson is heavily interested in the Union Stock-Yards National Bank, which he himself organized in 1868. For two years he acted as its president, resigning in 1870, but still continuing on its board of directors. But Mr. Nickerson has not devoted himself to money-getting at the sacrifice of his love for the beautiful and appreciation of the enjoyment of all the luxuries of home life. His spacious residence is rich with foreign marbles, his bookcases lined with costly and rare volumes, and his walls hung with rich paintings—many of these treasures having been collected during the four seasons of European travel which he has enjoyed during the past decade.

LYMAN JUDSON GAGE, president of the American Bankers' Association, and vice-president of the First National Bank, was

born June 28, 1836, in Madison County, N. Y. Eli A. Gage, his father, was a hatter by trade, and one of the early settlers of that county. Young Gage, when only seventeen years of age, commenced his long and successful banking career, by entering the Oneida Central Bank, at Rome, N. Y. Two years later, in October, 1855, he came to Chicago and connected himself with the lumber and planing establishment of a Mr. Cobb, then situated on the corner of Adams and Canal streets, upon the present site of the Pittsburg, Fort Wayne & Chicago depot. Mr. Gage was a man of all work, and has delivered many thousand feet of lumber at the Pittsburg depot. He, in fact, did every hon-



RUINS, SECOND NATIONAL BANK

est thing which came to his hand, having a name and a fortune to make by his own exertions, without the aid of money, or even friends. In 1858, he became a bookkeeper of the Merchants' Loan and Trust Company, at a salary of \$500 per annum. In 1863, he was promoted to the position of assistant cashier, and a few months later received the flattering offer of the position of cashier of the First National Bank. Here Mr. Gage found a board of directors capable, progressive, and at the same time wisely conservative, thus supplying all the conditions and elements necessary for the growth and development of his own abilities. The prosperity of the bank proved to be his own, and Mr. Gage has now come to be recognized as one of the most substantial and broad-minded bankers in the country. His abilities were recognized in 1883, at the annual convention of the American Bankers' Association, held in Louisville, by his election to the presidency of that organization. In August, 1884, the convention was held at Saratoga Springs, and Mr. Gage was re-elected.

1864.

SECOND NATIONAL BANK OF CHICAGO.—Lake, northwest corner of Clark. President, J. A. Ellis; cashier, E. I. Tinkham. Special Directory, of December 12, 1871: Same officers as above. Office, No. 45 West Washington. About January 1, 1872, removed to 63 West Washington Street, and in the fall of 1872, to new rooms on the northwest corner of Madison and Clark streets; its officers then being J. A. Ellis, president, and John P. McGregor, cashier. Capital \$1,000,000; surplus, \$50,000.

THIRD NATIONAL BANK OF CHICAGO.—No. 156 Lake Street. Capital, original and subscribed, \$200,000. President, James H. Bowen; vice-president, Amos T. Hall; cashier, Ira Holmes. Directory of 1865-66: Capital \$750,000.

FOURTH NATIONAL BANK OF CHICAGO.—No. 4 Clark Street. Capital, \$150,000. President Benjamin Lombard; cashier, S. A. Briggs; directors, H. E. Sargent, J. M. W. Jones, J. W. Sykes, Charles Tobey, Benjamin Lombard, Charles Comstock, Benjamin Lombard, Jr. Directory of 1865-66, gives as capital \$500,000; authorized \$1,000,000.

FIFTH NATIONAL BANK OF CHICAGO.—No. 52 LaSalle Street (Metropolitan Block). Capital, \$120,000. President, Josiah Lombard; cashier, Isaac G. Lombard; directors, Josiah Lombard,

Charles J. Gilbert, Thomas Sutton, Isaac G. Lombard, Marshall Ayres, Nelson Ludington, David McWilliams. Directory of 1865-66: Capital \$200,000. Special directory of December 12, 1871: Bank corner of Madison Street and Fifth Avenue, late northeast corner Washington and Clark. President, C. B. Sawyer; vice-president, N. Ludington; cashier, Isaac G. Lombard; assistant cashier, E. B. Lathrop.

NATIONAL BANK OF AMERICA.—Prominent among Chicago's leading financial institutions is the National Bank of America, which was incorporated, under its present name, in January, 1883, being practically the successor of the old Fifth National, the charter of which expired about that date. The latter bank, which was controlled and offered by nearly the same men now associated with the National Bank of America, was chartered in February, 1864, being one of the early institutions operating under the National Banking Act, which had only been passed a year or two previously. Its first officers were Josiah Lombard president, and Isaac G. Lombard cashier; and the first place of business was in the old Metropolitan Block, on the northwest corner of Randolph and LaSalle streets. In 1868, a removal was made to the northwest corner of Clark and Washington streets; and about that time Josiah Lombard resigned the presidency, being succeeded by Nelson Ludington. He returned to the East, where he had formerly lived and died there some years later. After the fire, and within seven days, the Fifth National Bank resumed business in a private house on Wabash Avenue, and a little later occupied quarters at the northwest corner of Madison Street and Fifth Avenue. They remained at this location until 1874, when they removed to the building at present occupied by the National Bank of America, at the northwest corner of LaSalle and Washington streets. In 1871, Mr. Ludington, desiring to travel for a time in foreign countries with a view of benefiting his health, resigned the presidency of the bank, and was succeeded by C. B. Sawyer, vice-president, who filled the position during the absence of Mr. Ludington, from 1871 until 1874. In 1874, after his return, the latter was again elected president, in which capacity he continued to serve until he died, January 15, 1883. The bank went into voluntary liquidation December 31, 1882. When the Fifth National Bank was first organized its paid-up capital was \$120,000; but as the years went by, and its business became more and more prosperous, the capital stock was from time to time increased until it was \$500,000, with a large surplus fund. This fact alone, without further comment, speaks much for the character and ability of those who directed its affairs, and who so successfully carried it through the financial perils incident to so long a career. The National Bank of America, as has already been stated, practically succeeded the Fifth National, and began business in January, 1883, with a paid-up capital of \$1,000,000, and with as stable a footing as is enjoyed by any institution to-day in the West. Its officers, from the first, have been Isaac G. Lombard president, Byron P. Moulton vice-president, Edward B. Lathrop cashier and Charles A. Tinkham assistant-cashier.

ISAAC G. LOMBARD, president of the National Bank of America, is a native of Massachusetts, born in the town of Truro in 1835, the son of Lewis and Sarah Lombard. He was reared and educated at his birthplace. In the year 1859, he came to Chicago as general agent of the Union Savings and Trust Company, which corporation he continued to represent until 1864, when he severed his connection with it to become one of the founders of the old Fifth National Bank. Of this he was the cashier during the time of its existence, nearly twenty years, and, during much of that period, was its acting and responsible manager. In 1883, he was the leading spirit in the organization of the National Bank of America, of which he was then made president, and which office he still holds. Mr. Lombard is regarded as an eminently successful financier, well deserving the position he holds to-day as one of the representative bankers of the West.

EDWARD B. LATHROP, cashier of the National Bank of America, is a native of Illinois, born in Jacksonville, Morgan Co., in 1845. He is the son of John W. and of Elizabeth K. Lathrop, who were among the early settlers of that county. He received his education in the schools of his native place, and, in 1868, came to this city, entering at once into the employ of the Fifth National Bank, first as assistant bookkeeper, and shortly afterward being made assistant cashier, which position he creditably filled until in 1883. On the organization of the National Bank of America, Mr. Lathrop was elected its cashier, an office he still holds.

MECHANICS' NATIONAL BANK OF CHICAGO.—Authorized capital, \$1,000,000; paid-up capital, \$250,000. President, J. Young Scammon; vice-president, Benjamin V. Page; cashier, C. F. W. Jung.

NORTHWESTERN NATIONAL BANK OF CHICAGO.—No. 61 Dearborn Street. Capital, \$500,000; authorized capital, \$1,000,000. President, B. Sturges; vice-president, S. B. Sturges; cashier, George Sturges; directors, B. Sturges, S. B. Sturges, George Sturges, Shelton Sturges, E. Buckingham.

MANUFACTURERS' NATIONAL BANK OF CHICAGO.—First loca-

tion, No. 154 Lake Street Organized December, 1864. Capital stock, \$250,000. President, W. H. Brown, vice-president, Charles F. Grey; cashier, David J. Lake; directors, W. H. Brown, Charles F. Grey, David J. Lake, William Bross, Levi B. Taft, James Kelly, Joel H. Wicker. Before the fire, the bank had been for some time occupying a building on the northwest corner of Dear-



RUINS, FIFTH NATIONAL BANK. COOLING-OFF A SAFE
TAKEN FROM THE RUINS.

born and Washington streets, where it was found an immense business. The building was destroyed, but vault, papers, moneys, etc., were found in good condition.

1865-66.

UNION NATIONAL BANK OF CHICAGO.—Lake, northwest corner of LaSalle Street. Capital, \$500,000; authorized, \$1,000,000. President, W. F. Coolbaugh; cashier, C. J. Connell; directors, W. F. Coolbaugh, John V. Farwell, Wesley Munger, Daniel Thompson, Heman G. Powers, Clinton Briggs, C. T. Wheeler. Location before the fire of 1871, on southwest corner of LaSalle and Washington streets.

WILLIAM FINDLAY COOLBAUGH was born in Pike County, Pennsylvania, on July 1, 1821. The only educational advantages he received were those of a primitive village school. The last teacher he had, at the age of twelve years, was William Bross, the well-known editor, who was also lieutenant-governor of Illinois. When he was fifteen years of age, he went to Philadelphia, and there became assistant porter in a wholesale dry goods establishment, from which lowly position he worked himself up to that of confidential clerk, three years later, and afterward became manager of the firm's business in the western and southwestern country. In 1842, Mr. Coolbaugh determined to go into business for himself, and settled at Burlington, Iowa, where he became a merchant, and continued in the mercantile business for eight years. In 1850, he instituted the banking house of Coolbaugh & Brooks, and shortly thereafter his ability and integrity were recognized by his appointment as Loan Agent for the State of Iowa, in which capacity, he negotiated the first loan Iowa ever made, and issued the first bonds as evidence of that indebtedness. He remained at Burlington until 1862, when he moved to Chicago. At the outbreak of the

Civil War, the State treasury being empty, Mr. Coolbaugh telegraphed the governor of Iowa that he could draw upon the bank for whatever money might be requisite to fit out that portion of the seventy-five thousand troops forming Iowa's quota. In many other ways he showed that, although a Douglas democrat, he was an American and a patriot to his heart's core. Upon his arrival in

Chicago, he established the banking house of W. F. Coolbaugh & Co., at No. 154 Lake Street, the company comprising Francis W. Brooks, which represented the State Bank of Iowa until that bank ceased to transact business. In February, 1885, the bank of W. F. Coolbaugh & Co. was merged into the Union National Bank of Chicago, with a chartered capital of \$500,000. William F. Coolbaugh was president, Charles J. Connell was cashier, and the directors were W. F. Coolbaugh, John V. Farwell, Wesley Munger, Daniel Thompson, Heman G. Powers, Clinton Briggs and Calvin T. Wheeler. Its habitat remained the same—the northwest corner of Lake and LaSalle streets. Mr. Coolbaugh speedily made his financial ability and judgment known and appreciated amid the monetary circles of Chicago, and was conceded to be one of the ablest gentlemen in that community. At the organization of the Chicago Clearing House, Mr. Coolbaugh was made its president, and upon the establishment of a National Banker's Association for the West and Southwest, he was, at the convention held in Chicago, in September, 1866, elected president thereof. It was also generally believed that if Samuel Jones Tilden had arrived at the presidential chair, in 1876, Mr. Coolbaugh would have been proffered the secretaryship of the treasury. He was twice married; the first time to a daughter of Judge Brown, of Kentucky, in 1844, and the second time to a daughter of C. F. V. Reeve, Esq., of Newburgh, New York. On the morning of November 14, 1877, the mortal remains of William F. Coolbaugh were found upon the steps of the Douglas Monument, close against the doors leading to the sarcophagus—the result of suicide during mental aberration. A meeting of the Board of the Good Samaritan Society was held, whereat Thomas Hoynes, Rev. Robert Collyer, Leonard Swett, A. L. Chetlain, Robert Hervey, William Vocke, Rev. H. W. Thomas and George S. Redfield passed resolutions eulogizing his broad and comprehensive charity, and deploring the death of William F. Coolbaugh, thus bearing its testimony to his "high moral character, unimpeachable integrity and great worth." The Chicago Board of Trade also passed resolutions of respect to the memory of the deceased; and, at the funeral, the following gentlemen officiated as pall bearers: Robert Law, M. C. Stearns, Solomon A. Smith, Nathan Corwith, Philip H. Sheridan, W. C. D. Grannis, Calvin T. Wheeler, Asa Dow, William Bross, Heman G. Powers, Jonathan Y. Scammon and J. W. Odell.

MERCHANTS' NATIONAL BANK OF CHICAGO.—No. 36 Clark Street. Paid-up capital, \$450,000. President, Chauncey B. Blair; cashier, Henry B. Symond; directors, C. B. Blair, Daniel A. Jones, John B. Turner and William Blair. At its last statement prior to the fire, its capital was \$650,000; surplus, \$300,000; deposits, \$1,149,756. Officers: President, C. B. Blair; vice-president, J. K. Botsford; cashier, John DeKoven; assistant cashier, John C. Neely; directors, C. B. Blair, William Blair, Daniel A. Jones, C. J. Blair and J. K. Botsford.

J. K. BOTSFORD, one of Chicago's earliest hardware merchants, and, later, vice-president for a number of years of the Merchants' National Bank, was born in Newtown, Fairfield Co., Conn., on June 12, 1812, the son of M. K. Botsford. His boyhood was spent in his native State, where he received a good common school education. In 1831, Mr. Botsford entered upon a mercantile life New York City, as clerk in a large wholesale dry goods house, where he remained ten years. About that time, however, he began to turn his attention to the West, where, with that foresight that has ever been marked in his character, he saw there were fields of enterprise far more inviting to a man of his temperament than existed in any of the States and cities of the East. In that year, accordingly, he arrived in Chicago, and began business operations by erecting the first store building ever put up on Lake Street. This was a frame structure, located at the northeast corner of that street and Dearborn, and its site is now known as Nos 92-94 Lake Street. Chicago is now one of the largest lumber markets in the world, but at that time, the lumber used in the construction of Mr. Botsford's first store was sawed at a little mill down in Indiana, on the Wabash River, and was transported from there to this city on wagons. His building completed, Mr. Botsford began in the stove and tinware trade, in 1833, and three years later took into partnership Cyrenus Beers, and the firm was then known as Botsford & Beers. At this time, too, they added to their business the manufacture of lard oil, the first firm to engage in that branch of manufacture in Chicago. The partnership thus formed lasted for ten years, when it

was dissolved, Mr. Botsford continuing in the stove and tinware trade alone, and Mr. Beers still carrying on the manufacture of oil. In 1852, Mark Kimball took an interest in the business with Mr. Botsford, under the firm name of J. K. Botsford & Co. This connection lasted until 1865, when Mr. Kimball retired, and Mr. Botsford's two sons, John R. and Bennett B., were admitted to a partnership, the style of the business then becoming J. K. Botsford & Sons. This firm existed until the fire, when the business was discontinued. In that disastrous conflagration, Mr. Botsford's losses were very heavy, amounting to nearly \$100,000 over and above his realizations on his insurance. At that time, too, he gave up active business, and has since practically lived in retirement at his home, No. 1704 Michigan Avenue. In the spring of 1859, he was elected alderman from the First Ward, and re-elected to the same position. It is almost needless to say that he made a faithful and efficient public officer. In 1833, Mr. Botsford was a witness to the treaty made with the Potawatomi Indians, by which they ceded to the Government a vast tract of territory in the Northwest, including, also, the country now immediately surrounding Chicago. And during a residence in Chicago of over fifty years, thirty-eight of which were spent in active business life, he has ever taken an active interest in all things tending to better the conditions of the city and its people. He is an earnest, yet unassuming, Christian gentleman, having been a valued member of the Clark Street Methodist Church since 1839. He has been one of the trustees of this organization since the date mentioned, and has for many years also held the position of treasurer. He has always, too, been a friend to education. He was one of the original projectors of the Northwestern University, at Evanston, and has, from the first, been one of its trustees and a member of its executive committee. In this, as in many other instances, he has contributed greatly to the moral and educational growth of our city, and by his whole life thus well and usefully spent, has endeared himself to all who know him as one of our oldest and most highly-esteemed citizens. Mr. Botsford married, on November 1, 1835, Miss Minerva Kimball, daughter of John P. Kimball, of Naperville, Ill. They have had three children; the two sons mentioned—the eldest of whom died in 1880—and Adelaide, the wife of Caryl Young, of this city.

COMMERCIAL NATIONAL BANK OF CHICAGO.—No. 13 Clark Street. Capital, \$200,000. President, P. R. Westfall; cashier, Charles Ennis; directors, N. O. Williams, W. H. Ennis, P. R. Westfall, M. S. Bacon, Charles Ennis.

CITY NATIONAL BANK.—Capital, \$300,000. President, Asa D. Reed; vice president, Thomas J. Dobbins; cashier, James P. Taylor; directors, A. D. Reed, T. J. Dobbins, R. M. Hough, Thomas Harless, C. W. Cook, T. A. Shaw, A. B. Meeker, Winslow Bushnell, Richard Gregg. The City National Bank was organized February 1, 1865. At the meeting held that day, for the purpose of its organization, there were present A. D. Reed, the prime mover in the enterprise, Thomas Harless, Thomas S. Dobbins, C. W. Cook, T. A. Shaw, A. B. Meeker, Winslow Bushnell and Richard Gregg. A. D. Reed was elected president of the board and bank, Thomas S. Dobbins was elected vice-president, and A. C. Reed assistant cashier. On the 21st of the month, James P. Taylor was elected cashier. On the 16th of March, the president was instructed to engage three rooms in the new Board-of-Trade Building. On the 3d of April, the bank became a member of the Chicago Clearing-House Association. James P. Taylor resigned April 30, 1866, and was succeeded by W. A. Sutor. On the 13th of January, 1869, A. B. Miner was elected assistant cashier. On the 2d of August, 1870, the room formerly occupied by the Republic Insurance Company was rented, and, in May, 1871, the bank purchased lots Nos. 154, 156 and 158 Washington Street, paying therefor \$110,000. On the 9th of January, 1871, Horatio Reed, brother of A. D. Reed, became vice-president of the bank, and A. B. Miner cashier. On the 9th of October 1871, the great fire destroyed the building of this bank, purchased the previous May. It was decided, on February 5, 1872, to re-build the structure, which was done at a cost of about \$200,000. On the 27th of September it was voted to purchase A. D. Reed's undivided one-fourth interest in the building and lots on which it stood, and to pay therefor \$50,000, the bank owning, at the time, one-half of the property. On June 25, 1874, A. D. Reed, on account of over-work in carrying the bank safely through the fire of 1871 and the panic of 1873, resigned the presidency, and his resignation was accepted, with regrets for its necessity and thanks for his valuable services to the bank during the two trying ordeals through which it had safely passed. Winslow Bushnell was then unanimously elected to the vacant presidency, and served until the bank went into voluntary liquidation, April 24, 1876. The depreciation of real estate, consequent upon the panic, of which the bank held large amounts, was the immediate cause of its failure. Its affairs were placed in the hands of N. H. Walworth, as receiver, who was succeeded by Augustus H. Burley, who made his final settlement with the Comptroller of the Currency in 1884.

TRADERS' NATIONAL BANK OF CHICAGO.—No. 44 South Clark Street. President, Joseph O. Rutter; vice-president, F. Granger Adams; cashier, Thomas P. Tallman. The present Traders' Bank of Chicago, is the direct descendant of F. G. Adams's private banking institution, established in the spring of 1852, at No. 44 Clark Street. In 1863, Mr. Adams having moved to New York, the Traders' Bank was chartered under the State laws, with himself as president, and Thomas P. Tallman as cashier. After the consolidation with Joseph O. Rutter & Co.'s private bank, the officers remained the same. Soon afterward, the Traders' Bank, in common with most other "free institutions," was re-organized as the Traders' National Bank, and Mr. Rutter elected president, the new house occupying their quarters on Clark Street, and thus continuing until the great fire of 1871. During the interregnum occasioned by that calamity, the main office of the Traders' National Bank was at the residence of Mr. Rutter, on Wabash Avenue, with a branch at the sheriff's office, situated in the ruins of the old Court-house; and later in the Nixon Building, corner of LaSalle and Monroe streets; and in 1872, the business was concentrated in the Otis Building, corner of LaSalle and Madison streets. In 1878, the bank, being a close corporation, and having practically but two stockholders (Messrs. Rutter and Tallman), the National system was abandoned, and the management returned to a State charter, doing business thereafter under the name of the Traders' Bank of Chicago. Although for thirty-five years this institution has continued steadily to advance in business and in public confidence, its owners and officers never believed it to be for their interest to enlarge their sphere of operations by bringing into the organization a large number of shareholders. Although frequently solicited to enlarge their capital and to distribute the stock among the public, they have uniformly and persistently declined, preferring to keep the business of the bank within their own control, and thus avoid heavy taxation and large expenses.

JOSEPH O. RUTTER, president of the Traders' Bank, is the representative of the oldest and one of the most conservative and substantial financial institutions in Chicago. He is a native of Philadelphia, born November 2, 1836, and is the son of David and Esther (Ryerson) Rutter. On his father's side he is descended from the Rutters who came to the State with William Penn, one of them, Thomas Rutter, being governor of Germantown. There, and in that vicinity, for over two centuries, they have lived and died, engaging principally in the manufacture of iron. One of them opened the first iron mine in the State, establishing furnaces, etc. Others established furnaces and manufactories; and in that region a "Benjamin Franklin stove" is still in active use, which was turned out by Rutter & Potts (a son-in-law) some one hundred and twenty-five years ago. It is stated that Mr. Rutter is descended on his mother's side from Sara Rapalje, the first white child born in the province of New Netherlands. The silver tankard presented by the governor to that pioneer infant is now in the possession of Sara Rapalje Crandall, of Monticello, N. Y., a direct descendant of Sara Rapalje, the babe who, in 1625, obtained the prize. There is probably no older relic of provincial New York in existence. Coming down to more modern days, it is learned that David Rutter, the father of Joseph O., was a physician of many years' practice in Philadelphia. In 1849, when his son was only thirteen years of age, he removed his family to Chicago. Here the youth supplemented his primary education in the East by an attendance at various private schools in this city, until, in 1851, he obtained a situation as messenger-boy with George Smith & Co., bankers. After remaining for some years with that institution, and rapidly advancing his prospects in life, he removed to Peru, Ill., and there connected himself with the banking-house of which Mr. Smith was a partner. He next settled at Galena, Ill., as confidential clerk and manager of the banking house of James Carter & Co. Returning to Chicago, he associated himself with the parent house, in a leading position, being paying teller. He remained with Smith & Co., until their final withdrawal from business. In 1863, F. G. Adams, who had been at the head of a private bank since 1852, removed to New York, and left T. P. Tallman to manage his affairs in Chicago. The charter of the Traders' Bank was then obtained. In 1864, Mr. Rutter, who, since the withdrawal of Smith & Co., had occupied a leading position as a banker, united his business with that of the Traders' Bank, and assumed the vice-presidency of the consolidated house, Mr. Adams remaining at its head. These continued the officers until the organization of the Traders' National Bank, when Mr. Rutter became its president. Mr. Rutter's career since then, with that of Mr. Tallman, is the history of the Traders' National Bank and the Traders' Bank. Before that time, Mr. Rutter was a member of the firm of Rutter, Endicott & Whitehouse, which occupied the banking room on the corner of Lake and Clark streets, formerly the place of business of H. A. Tucker & Co.

THOMAS P. TALLMAN, one of the oldest and most respected

bankers in the city, has been a member of this profession for about thirty-three years, and associated with Mr. Rutter in the management of the Traders Bank, for the past twenty-one. Mr. Tallman was born in Ontario County N. Y., October 11, 1831, his parents being John and Carissa (Burr) Tallman. His father died when the son was eight, and his mother when he was fourteen years of age. After receiving his education, principally at the Genesee Wesleyan Seminary, Lima, N. Y., in the fall of 1852, he came to Chicago. He was in the employ of Potter Palmer for one and one-half years, and finally in March, 1854, he entered the banking house of F. G. Adams, as his first clerk and man-of-all-work. The business of the concern was at first dealing in uncurrent money and land warrants, and Mr. Tallman's mercantile experience, added to his natural sagacity, made him peculiarly fitted to know the "false from the true." The brokerage business gradually developed into a general banking business. In 1863, Mr. Tallman had so advanced in his station and in the confidence of his employer, that he was left to manage his interests in Chicago. For about a year, Mr. Adams having removed to New York, the bank was conducted by Messrs. Adams & Tallman. Since 1864, as stated, Mr. Tallman has been associated with Mr. Rutter, as cashier, in the management of the Traders' Bank.

PRODUCER'S BANK.—No. 126 Lake Street. Capital, \$200,000. President, H. Doolittle; cashier, L. S. Beardsley.

TREASURY BANK.—No. 68 Washington Street. President, James H. Woodworth; vice-president, B. F. Haddock.

CHICAGO CLEARING HOUSE ASSOCIATION.—Charter procured from the Legislature, and business commenced April 6, 1865. First officers: President, W. F. Coolbaugh; vice-president, Josiah Lombard. Clearing House committee: E. E. Braisted (chairman), E. I. Tinkham, Ira Holmes, A. C. Badger, L. J. Gage (manager), and George A. Ives. The total clearings and balances at the Clearing House from April 6, the date of establishment, until December 23, 1865, were—Clearings, \$34,577,543; balances, \$47,413,014. 1870—President, Sol. A. Smith; vice-president, J. O. Rutter; Clearing House committee: J. M. Adsit (chairman), E. I. Tinkham, L. J. Gage, M. D. Buchanan, John DeKoven (manager), and George A. Ives.

THE CHICAGO STOCK EXCHANGE was organized in January, 1865, by some twenty of the leading banking brokers and operators of the city. Business was commenced January 18, in a small room in H. H. Honoré's building, No. 53 Dearborn Street. The officers for 1865 were: President, John C. Hilton; vice-president, Calvin T. Wheeler; secretary, Solon McElroy; treasurer, W. H. Goodnow. Transactions at the Stock Exchange from January 18 to December 27, 1865, aggregated \$53,045,875.

At the close of 1865, the total capital of incorporated banks was \$6,820,000; estimated capital of private banks, \$2,000,000; total, \$8,820,000.

1866-67.

UNION STOCK-YARDS NATIONAL BANK.—Union Stock-Yards. Cashier, John DeKoven. 1871—President, William F. Tucker; vice-president, John R. Hoxie; cashier, Edward S. Stickney. Capital stock paid in, \$100,000.

1868-69.

GERMANIA BANK.—Chartered in 1869. President, Charles Knobelsdorff; cashier, W. J. Haller.

NATIONAL LOAN AND TRUST COMPANY.—Corner Washington and LaSalle streets. President, George C. Smith; cashier, William A. Park; assistant cashier, J. J. McCarthy.

MERCHANTS' ASSOCIATION SAVINGS BANK.—Corner Clark and South Water.

HIBERNIAN BANKING ASSOCIATION SAVINGS BANK.—Chartered, 1868. Corner Clark and Lake Streets. President, J. V. Clarke; first vice-president, R. Prindiville; second vice-president, Thomas H. Beebe; cashier, Hamilton B. Dox. 1870—Same as above.

CHICAGO BUILDING AND LOAN ASSOCIATION.—No. 125 Dearborn Street. Directors, B. H. Skinner, J. C. McMullen, S. E. Pinta, W. W. Boyington, Richard Edwards, G. C. Clarke, Oliver H. Houston. Secretary, George W. Sharpe.

GERMAN SAVINGS BANK.—Chartered in 1869. President, Henry Greenwald; cashier, A. Wise.

REAL ESTATE LOAN & TRUST COMPANY.—No. 105-107 Monroe Street. President, Benjamin Lombard; cashier, M. D. Tibbels.

SCANDINAVIAN BANK.—No. 2 Clark Street. President, Ferd. S. Winslow; cashier, William Winslow.

THE SWEDISH COMMERCIAL COMPANY SCANDINAVIAN BANK.—No. 149 LaSalle Street. President, C. P. J. Arion; manager, H. A. Kohn; cashier, A. Tegelsberg.

At the close of 1869, there were fourteen National

banks in the city, with an aggregate capital stock of \$5,900,000, and an available surplus of about \$2,300,000. Private banks, aggregate capital about \$3,000,000.

1870-71.

NATIONAL BANK OF COMMERCE.—No. 107 Dearborn Street. Organized in 1870. President, B. F. Haddock; vice-president, P. C. Maynard; cashier, E. Maynard.

CORN EXCHANGE NATIONAL BANK.—Chamber of Commerce. President, Julian S. Rumsey; vice-president, S. A. Kent; cashier, Orson Smith. December 12, 1871, office No. 1, Lind's Block.

INTERNATIONAL MUTUAL TRUST COMPANY.—No. 51 LaSalle Street. President, Francis A. Hoffman; cashier, R. Schloesser. Capital, \$100,000.

COMMERCIAL LOAN COMPANY.—No. 44 North Clark Street. President, J. T. Clarkson; cashier, Frank Mayer.

INTERNATIONAL MUTUAL TRUST COMPANY.—No. 147-149 Randolph Street. President, Berthold Lowenthal; vice-president, Julius Busch; cashier, Francis A. Hoffman; assistant cashier, R. Schloesser.

The International Bank, formerly the International Mutual Trust Company, was incorporated under the latter name, by special



RUINS, MARINE BANK.

act of the legislature, in 1867, and opened its doors for business in the spring of the following year. The location then was at No. 51 La Salle Street, and the first officers of the company were: F. A. Hoffman, president; Julius Busch, vice-president, and Rudolph Schloesser, cashier. In 1870, the capital stock was increased from \$100,000, the original amount, to \$200,000. Under the reorganization effected at that time, B. Lowenthal became president, Julius Busch, vice-president; F. A. Hoffman, cashier, and Rudolph Schloesser, assistant cashier. A removal was then made to the northeast corner of LaSalle and Madison streets, where it remained one year, when the location was again changed, this time to the site of the present Fidelity Trust Company's buildings, on Randolph Street, near La Salle. Here it was burned out in the great fire of 1871, being, however, so fortunate as to save all their papers, books, securities, money, etc., losing nothing except their office fixtures. Ten days following the fire they resumed business at No. 501 Wabash Avenue, remaining at that location until in May, 1872, when they removed to the old Boone Block, at No. 133 LaSalle Street. In the spring of the following year they took possession of the building they now occupy, at No. 108, on the same thoroughfare. In 1874, the capital stock of the bank was increased to \$500,000, at which amount it still remains. The present officers are B. Lowenthal, president; H. A. Kohn, vice-president, and M. Schweisthal, cashier.

BERTHOLD LOEWENTHAL, the president of the bank, is a native of Germany, born in 1830. He is the son of Joseph and of Jetta (Ottenheimer) Loewenthal. His father was a merchant of Muhlring, in the Kingdom of Wurtemberg, and, aside from receiving an excellent education, Berthold was also given a thorough business training. In 1850, he concluded to try his fortunes in the New World, and accordingly, in that year, came to America, locating first in Cincinnati. In 1852, he removed to Rock Island, Ill., where he established himself in the mercantile line until 1863. In that year he came to Chicago, which has since been his home, engaging in merchandising until the fire of 1871. In 1870, however, as has already been told, he became identified with the International Mutual Trust Company, being elected its president, which executive office he held until its reorganization under its present form, when he was again elected to the same position. Mr. Loewenthal married, in 1861, Miss Nannie Kaufman, of Cincinnati, daughter of Wolf Kaufman, of Eberstadt, in Baden, Germany. They have had six children, three of whom are now living—Julia, Julius and Joseph. The latter is the eldest son, and is completing his education at the Polytechnic Institute of Boston, Mass.

FIDELITY SAVINGS BANK AND SAFE DEPOSITORY.
MERCHANTS' SAVINGS BANK, No. 155 and 157 LaSalle Street. President, Jacob R. Shipperd; treasurer, Charles B. Shedd. December 12, 1871: No. 164 Twenty-second Street.

UNION INSURANCE AND TRUST COMPANY, No. 37 West Madison Street. Branch, No. 336 Milwaukee Avenue. President, S. W. Rawson; cashier, W. B. Howells.

At the opening of 1871, there were sixteen National banks, having an aggregate capital stock of \$6,550,000; surplus and other undivided profits, \$3,041,359; deposits, \$16,774,514; outstanding circulation, \$4,906,424. Private banks had an aggregate capital of \$3,000,000. The returns from the Clearing House, for 1870, were—Clearings, \$810,676,936; balances, \$80,910,416.

1871.

GERMAN NATIONAL BANK.—Organized in January, 1871. Capital, \$250,000; authorized, \$1,000,000. President, Henry Greenebaum; cashier, Herman Schaffner.

THE COOK COUNTY NATIONAL BANK.—Organized in August, 1871. D. D. Spencer, president. Capital, \$300,000. This bank lost only its office furniture in the fire, its vaults remaining unharmed.

Some other bankers and private banking institutions, appearing in the various city and bankers' directories, are given below. The dates, however, are not to be accepted as authoritative, but as testimony of their existence during the year cited.

F. James Adams, No. 44 South Clark Street, 1852-63
Granger F. Adams, No. 39 Clark Street, 1862.
James M. Adsit, No. 39 Clark Street, 1852-1871.

Aiken & Norton, No. 6 South Clark Street, Loomis Building, 1861; Room 1, Board of Trade Building, 1862.

L. E. Alexander & Co., South Clark and Lake streets; Exchange Bank Building, 1860.

B. F. Carver & Co., 1860.
Benjamin F. Downing, No. 63 South Clark Street, 1860-1862.

Albert S. Evans, No. 36 South Clark Street, 1860.
Forrest Bros. & Co., No. 32 South Clark Street, 1860.

Granger, Weldon & Co., Randolph, corner of South Market Street, 1860.

Greenebaum Bros., No. 40 LaSalle Street and 156 Lake Street, 1854-62.

Henry Greenebaum & Co., Nos. 156-58 Lake Street, 1862-71.
Charles H. Ham & Co., No. 24 South LaSalle Street, 1860.

Hoffman & Gelpecke, Nos. 44-46 South LaSalle Street, 1860.
Jones & Patrick, No. 42 South Clark Street, 1860-61.

Lull & Mayer, South Clark corner Washington Street, 1860.
Moreford Bros., No. 2 South Clark Street, 1860-61.

Albert C. Oertel, No. 75 South Dearborn Street, 1860-61.
Lucius D. Olmsted, South LaSalle and Lake streets, 1860.

Bezaleel W. Phillips, No. 8 South Clark Street, 1860-61.
Benjamin F. Quimby & Co., No. 54 South Dearborn Street, 1860-61.

W. H. Rice & Co., No. 63 South Clark Street, 1860-61.
Charles F. Rockwell, No. 44 South LaSalle Street, 1860-61.

A. T. Sherman & Co., No. 38 South Clark Street, 1860-61.
Lazarus Silverman, No. 50 LaSalle Street, 1860-69.

Lazarus Silverman & Co., corner LaSalle and Randolph streets, 1870-71.
After fire, temporary location at No. 562 Wabash Avenue.

Strong & Wiler Bros., No. 150 Randolph Street, 1860-61.
(R. K.) Swift & (J. S.) Johnson, No. 60 LaSalle.

F. G. Saltonstall & Co., No. 24 Clark Street, 1860.

Edward I. Tinkham & Co., No. 128 LaSalle. E. I. Tinkham banking since 1849 in Chicago. Firm of E. I. Tinkham & Co., 1855-63.

Hiram A. Tucker & Co., South Clark corner Lake Street, 1853.
Ulrichs & Gaudner, No. 6 Clark Street, 1860-61.

White Bros., Randolph, corner South LaSalle Street, 1860-61.
George C. Whitney, No. 38 South Clark Street, 1860-61.

E. K. Willard & Young, South Clark, corner of South Water Street, 1860-61.

Wadsworth & Co., No. 66 South Clark Street, 1860-61.
P. Woodward & Co., No. 80 South Dearborn Street, 1860-61.

William P. Wright & Co., No. 34 Clark Street, 1860-61.
Alpheus C. Badger & Co., Randolph, southeast corner of

Dearborn, 1862-1871. A. C. & O. F. Badger, before the fire of 1871, No. 51 Dearborn Street. After the fire, No. 223 Michigan Avenue.

C. B. Blair, Exchange Bank Building, 1862-63.
James Boyd & Bro., No. 38 Clark Street, 1862-70.

Brotherton & Nettleton, No. 47 Clark Street, 1862-63.
Burkam & Sons, No. 17 Dearborn Street, 1862-63.

Chapin, Wheeler & Co., Lake and LaSalle streets, 1862-63.
Jacob G. Conard, No. 63 Clark Street, 1862-63.

Davenport, Ullman & Co., No. 32 Clark Street, 1862.
Harvey Doolittle, No. 40 Clark Street, 1862-63.

J. W. Drexel & Co., 1862-63.
Solon McElroy, No. 38 Clark Street, 1862.

Leopold Mayer, southeast corner of Clark and Washington streets, 1862-64.

Leopold Mayer & Co., No. 63 Clark Street, 1864-67. Leopold Mayer & Steiner, No. 46 Clark; 1868-71. After the fire, No. 48 LaSalle.

Meadowcroft Brothers, No. 22 Clark Street, 1862-69. No. 13 Clark Street, 1869-71.

Benjamin P. Morris, No. 102 Washington Street, 1862.
C. L. Niehoff & Co., No. 131 Randolph Street, 1862-63. No.

8 Clark Street, 1863-71.
C. C. Parks & Co., southwest corner of Lake and Dearborn

streets, 1862-63.
William B. Rogers, No. 36 Dearborn Street, 1862-63.

Rutter, Endicott & Whitehouse, Clark and Lake streets, 1860.
Buxton & Co., northeast Clark and Lake streets, 1862-63.

John B. Campbell, No. 55 Clark Street, 1862-63.
J. Young Scammon, No. 136 Lake Street, 1862-68.

Snyder & Co., Nos. 60 and 57 LaSalle Street, 1862-71.
Solomon Sturges & Sons, Nos. 15-17 Wells Street, 1862-63.

Solomon Sturges' Sons, No. 1 Chamber of Commerce, 1864-67.
S. Wadsworth & Co., No. 34 Clark Street, 1862-63.

Wiley Brothers & Co., No. 157 Randolph Street, 1862-63.
Willard & Kean, No. 1 Clark Street, 1862.

Preston, Willard & Kean, 1863.
Caryl Young, No. 2½ Clark Street, 1862.

Marc & Heetel, 1863.
G. W. Woods & Co., 1863.

Clausenius, Canda & Schnitzler, No. 4 South Clark Street.
H. Clausenius & Co., successors, 1866-71.

Cushman, Hardin & Bro., No. 37 Clark Street, and Cushman & Hardin, No. 87 Dearborn Street, 1866-71.

Joseph M. Lyons & Co., No. 36 Clark Street, 1866-69.
William H. Mallory, No. 34 South Clark Street, 1866-67.

Scripps, Preston & Kean, No. 47 Clark Street, 1866-67; successors, Lunt, Preston & Kean, No. 47 Clark Street. Removed,

after the fire, to quarters in West Side Masonic Temple, corner of Randolph and Halsted streets.

A. O. Slaughter, No. 36 Dearborn Street, 1866-71.
George C. Smith & Bro., No. 42 South Clark Street, 1866-71;

No. 92 LaSalle Street, 1871.
Tyler, Ullman & Co., corner South Clark and Lake streets,

1866-68; successors, Wren, Ullman & Co., corner Dearborn and Lake streets, at time of fire.

Winslow & Christiansen, No. 49 LaSalle Street.
C. Follansbee & Sen, No. 50 Dearborn Street, 1866-71; corner

Clark and Dearborn streets, October, 1871.
Greenebaum & Foreman, No. 42 Clark Street, 1866-71.

Granville C. Hammond, Dearborn and Clark streets, 1866-67.
Collins & Ullman, No. 34 Clark Street, 1868-71.

Ferdinand S. Winslow, No. 49 LaSalle Street, and No. 2 South Clark Street, 1868-71.

Wilkins & Winslow, corner Clark and Lake streets, 1868-69.
Ogden, Sheldon & Scudder, No. 162 Lake Street, 1871

Jacob R. Shipperd & Co., No. 155-157 LaSalle Street, 1869-71.
Wilkins & Stone, No. 32 Clark Street, 1868-69.

M. P. Stone & Co., corner Washington and Dearborn streets, 1870-71.

Louis Sapieha, Union Building, No. 146 Washington Street, 1869-70.

Charles Kozminski & Co., Marine Bank Building, Lake Street.

J. M. ADSIT, the oldest banker in this city, and vice-president of the Chicago National Bank, was born at Spencertown, Columbia Co., N. Y., in the year 1809. The date of his arrival in Chicago was April 2, 1838, and he first established a private bank at No. 37 Clark Street, in 1850. Although he continued to follow the career which he marked out so early, almost continuously for thirty-five years, he was active in many public enterprises. Among the institutions of former days in which he was much interested was the Mechanics Institute, of which he was the first vice-president. In July, 1856, Mr. Adsit removed his bank to No. 39 Clark Street, where the great fire found him, and his early books and papers connected with its affairs were lost. After the fire, he went to No. 422 Wabash Avenue, and established his business successively on Wabash Avenue near Congress Street, and then in the Mason and Ogden Buildings. His success was continuous, and he is to-day among the substantial men of his profession in the city. In January, 1882, Mr. Adsit became vice-president of the Chicago National Bank, of which his son, J. M. Adsit, Jr., is the assistant cashier. His other son, Charles C. Adsit, is connected with the wholesale grocery establishment of Bannard, Lyman & Co.

CHANDLER & Co.—There has been established in Chicago for many years a special branch of banking that pertains exclusively to the buying and selling of real-estate mortgages, advancing money thereon, investing deposits therein, and loaning the banks capital on pledge of real estate only. The Mortgage Banking house of Chandler & Co., was originally started in 1858 by Peyton R. Chandler, the senior member of the present house, who removed that year from Vermont, where he had been engaged from early life in mercantile pursuits and in promoting and managing the railroads of the Connecticut Valley. His son Frank R. Chandler, now the other member of the firm, came to Chicago in 1860, after two years practical education in the Bank of Bellows Falls. He was for several years with the old Marine Bank, with E. I. Tinkham's clearing house for "Stump Tail" currency in War times, with Solomon Sturges & Sons' bank, and the Third National Bank, all institutions of this city long since defunct. The father was for many years president of the Union Stock-Yard and Transit Company, and director in the Chicago and Alton Railroad Company and in the Chamber of Commerce. The son was at one time secretary and treasurer of the Chicago Dock Company. Coming to Chicago after the crisis of 1857, at a time when everything was depressed, and after going through the greater crisis of 1873 unscathed, their views on real-estate values for money, loaning purposes have been eminently conservative. Their clientele is among the Savings Banks of New England and other wealthy corporations, including private investors who hail from New York, Boston, London and Paris. P. R. Chandler was born January 29, 1817, and F. R. Chandler on October 2, 1840. They belong to the Illinois Association of the Sons of Vermont. F. R. Chandler married on February 4, 1868, Anna S., daughter of Benjamin H. Buckingham, son of Alvah Buckingham, who built and owned the first grain elevator in Chicago. At this writing (1885) the latest generation of this Chandler family is represented by Alphonse Buckingham Chandler, born at Florence, Italy, February 23, 1878.

C. L. NIEHOFF & Co.—The private banking house now conducted under this name was established here in 1858, by C. L. Niehoff, its present sole proprietor. His first place of business was in the Metropolitan Block, corner of Randolph and LaSalle streets, where he was associated with Messrs. N. Eisendrath and G. Snyder. In 1860, he separated from this firm, and opened a banking office on his own account in the Sherman House, taking in as a partner his brother-in-law, Gustavus Troost. This partnership, under the firm name of C. L. Niehoff & Co., was continued for seventeen years, until broken by the death of Mr. Troost, which was in 1877. Shortly following this event, Adam Amberg became a partner in the firm, the name and style of which was then, as it now is, C. L. Niehoff & Co. Mr. Amberg remained a partner until 1884, when he retired from the business, which has since been carried on by Mr. Niehoff, as its sole proprietor. At the time of the great fire, Mr. Niehoff's office was in the building adjoining the old Marine Bank, where he was burned out, sustaining heavy losses. Within a fortnight, however, after that event, he resumed business on the West Side, in the loft of a brick building, situated on the corner of Lake and Clinton streets. He remained there one year, and then removed to Munger's Building, corner of Randolph and LaSalle streets, and five years later to the corner of Washington Street and Fifth Avenue. In 1880, he moved to the Greenbaum Building, and in 1884, to No. 49 LaSalle Street. Mr. Niehoff is one of the oldest private bankers in Chicago, and also one of its highly esteemed citizens. He is a native of Prussia, being born in the town of Ochtrup, on March 24, 1824. His father, Bernard Niehoff, was a merchant, and owned considerable real estate. His son was given a liberal education, graduating in 1842, from a seminary for public teachers, at Langenhorn, Westphalia, a province in Prussia. In 1845, having determined to try his fortunes

in the New World, he came to America, and located in Ohio, near Cincinnati. There he followed school-teaching, until 1850, when he came to Chicago, which has since been his home. For two years he was engaged in teaching a parochial school in this city, after which he embarked in the wholesale and retail grocery trade, as a member of the firm of Niehoff Bros., doing business on the corner of North Clark Street, near Chicago Avenue. He was thus employed until 1858, when he founded the business of which he is still the head. He married, in 1860, Miss Catharine Jaeger, daughter of Joseph Jaeger, of this city.

SNYDACKER & Co.—In 1858, a banking and real-estate firm was established in Chicago, with the title of Eisendrath & Co., which comprised Nathan Eisendrath, Conrad L. Niehoff and Godfrey Snyder. In 1861, Messrs. Eisendrath and Niehoff retired from the firm, and Mr. Snyder took in his brother Moses as a partner, under the firm name of Snyder & Co. The firm continued until January, 1880, when Moses Snyder died, and his widow, Mrs. Bertha Snyder, became nominally a member of the firm, represented by her son, Alfred M. Snyder. The firm name has remained the same since 1861, and has been known throughout its long existence as one that has never had any financial difficulties; that has been conservative in its operations; and that has always stood upon so sound a financial basis as not to be obliged to ask any forbearance, and that acted so uprightly as never to require any pardon from a wronged client. Until 1878, or perhaps 1879, the house used to do a small banking business, but in that year it gave up the deposit transactions and gave its exclusive attention, in fiduciary matters, to mortgage banking. Snyder & Co. handle a great deal of suburban real estate, as well as a large quantity of their own property within the city limits. The firm do a large business in caring for the property and business interests of non-residents, and have a large number of clients in Europe, who justly repose the utmost confidence and trust in the discretion and care that Messrs. Snyder & Co. evince for their financial welfare.

Godfrey Snyder was born in Westphalia, Germany, on September 7, 1825, where he received his early education. After leaving school he followed the profession of teacher, soon occupying the position of preceptor in a prominent German institute. In 1853, he emigrated to New York, and two months later to Chicago, of which latter city he has been a resident since. He was preacher of the "Kehilath Anshe Maarab" (Congregation of the Men of the West), and was also teacher of a day school for three years in connection therewith, which was the oldest Hebrew Congregation in Chicago. But, discerning that in a city having the vast promise of Chicago, commercial life was that in which large fortunes were to be made, he entered the grocery business with his brothers Moses and Louis Snyder, under the firm name of Snyder Brothers. In 1858, the Sinai Congregation was formed, and he at once became a prominent member of the organization, subsequently being several times made its president. He has been a member of the Hebrew Relief Association for twenty-five years, and for many years was on its executive committee, and is also one of the trustees and secretary of the association for the rearing and educating of Jewish orphans. Mr. Snyder was also appointed German consul here in 1858, and filled that position for several years in the most satisfactory manner.

LEOPOLD MAYER.—The present banking house of Leopold Mayer was established in this city on October 15, 1855, by Leopold Mayer and O. R. W. Lull, a well-known attorney of this city, under the firm name of Lull & Mayer, with their place of business at No. 106 Randolph Street, up stairs. In 1858, they removed to rooms in the Methodist Church Block, and three years later the partnership was dissolved by Mr. Lull's retiring from the firm. The latter died, in 1871, being at that time a resident of Winnetka, Ill. He was a man of sterling worth and integrity, possessing fine abilities, and was universally esteemed. An idea of the mutual friendship and confidence existing between the partners, may be gleaned from the following facts. When the partnership was formed, Mr. Mayer was possessed of but little capital, and Mr. Lull furnished the funds, through his influence with prominent capitalists in the East, to whom he became personally responsible for their re-payment. On his retirement from the firm, he left this money in the hands of Mr. Mayer, taking and asking no other security than his personal note. It is almost needless to add, his confidence was not misplaced. Mr. Lull was an early settler of Chicago. As a lawyer, he was a useful and highly esteemed member of the profession. He was elected city attorney, in 1840, and, in 1855-56, was chosen as one of the permanent trustees of the Illinois Savings Institution, which was organized about that time. In 1861, Mr. Mayer formed a partnership with Raphael Gutmann, under the firm name of Leopold Mayer & Co., which continued until April, 1865. He then carried on business alone for three years, when he formed a partnership with Henry Steiner, this connection lasting until the time of the great fire. When that catas-

trophe occurred Mr. Mayer was located at No. 46 LaSalle Street, and here he was burned out, losing almost every dollar he possessed in the world. All his books, papers and accounts were destroyed, besides \$10,000 in legal tender currency, and a considerable amount in stocks, bonds and other securities. This was, of course, a terrible misfortune, but to a man of Mr. Mayer's energy, it was only a greater stimulus to renewed exertion. Accordingly, in March, 1872, he resumed business at No. 169 LaSalle Street, in the Nixon Block, and here, with his extended acquaintance and past record for fair and upright business dealings, he soon, in a measure, recovered from his losses, and entered fairly upon a prosperous financial career. In 1875, he removed to No. 163 Adams Street, to a building which he had himself erected, where he remained about five years. Finding, however, that this location was too far out of the business center of the city, in 1880, he removed to No. 78 LaSalle Street. He now has associated with him his son, Nathaniel A. Mayer, a young man reared and educated in this city, and possessing fine business qualifications.

Leopold Mayer is a native of Germany, born in Abenheim, near Worms, in the Grand Duchy of Hesse, March 3, 1827. He is the son of Aaron Mayer. He was given an excellent education at the Catholic Seminary in Bensheim, Hesse, fitting him for the profession of a teacher, which vocation he followed for four years in that country, after completing his collegiate course. In 1850, he came to this country, locating during the same year in Chicago, which has since been his home. His first work here was also as a teacher, giving private lessons in German and Hebrew, and in 1853, when the Garden City Institute was established, he became the professor of those languages in that institution, filling this position with marked ability until 1855, when he, in company with Mr. Lull, established himself in the banking business. Mr. Mayer married, in 1853, Miss Regina Schulz, daughter of Samuel Schulz, of Germany. They have seven children—Nancy, now the wife of Arnold Wolff, of this city; Nathaniel A., in business with his father; Rosa, married to Simon Klein; Grace Aguilar, married to Charles Vondorf; Amelia, Ida and Flora.

CHARLES KOZMINSKI & COMPANY started in the banking business in Chicago in 1870, Charles Kozminski and Herman Felsenthal comprising the firm, and with offices in the Marine Bank Building, on Lake Street. Having been burned out in the great fire, they re-established their business on Canal Street, then removed to West Washington Street, where Michael Felsenthal was taken into the partnership; and, in 1872, again removed to the Staats Zeitung Building, directly opposite their present office. In 1875, Michael Felsenthal retired from the firm, which dissolved nine years later. January 1, 1885, the firm name was changed to its present form, a real-estate and ocean steamship agency business

being done by the members. Until 1884, the firm had the agency of the Hamburg-American Packet Company, but now it manages the direct Hamburg line and the Navigazione Generale Italiana with control of all agents from Chicago to the Pacific coast.

Charles Kozminski, the founder of the firm, was born near Breslau, Silesia, in 1837. He was educated in his native district, and, at the age of sixteen entered the employ of Goodman & Co., in the grain commission business, in the capacity of cashier. After following this vocation for two years, Mr. Kozminski came to America, engaging in Corning, N. Y., in the clothing line, and remaining there until 1856, in that and the general store business. In the latter year, he came to Chicago with his employer; afterward he started a grocery store at the corner of Wells and Monroe streets. In 1864, he transferred his capital to the dry-goods trade, abandoning mercantile pursuits five years later to organize the banking firm of Felsenthal & Kozminski, which was in existence until January 1, 1884, when the firm dissolved. Mr. Kozminski then organized the present business under the firm name of Charles Kozminski & Co. He occupies a high social position, and has filled numerous offices of honor and trust. He was the president of the first German Republican organization started in Chicago, called the Washington Club, and was elected president of the B'nai B'rith, an office controlling the lodges of Illinois and six other States. He is also Chicago trustee of the Cleveland Orphan Asylum. He was, also, president of the Relief Assembly. At the great fire, Mr. Kozminski worked in connection with Mr. Truesdale, the superintendent of the Chicago Relief and Aid Society. Mr. Kozminski has celebrated the twenty-fifth anniversary of his marriage to Miss Bertha Bergman. They have had five children, all of whom are dead, except Maurice, now a member of the firm.

Maurice Kozminski, with the banking firm and steamship agency of Charles Kozminski & Co., was born in 1863, in Chicago, in the building at the corner of Wells and Monroe streets, where his father laid the foundation of a successful business career several years previously. He was educated in the public schools of this city, attending one of the oldest of these institutions, until he graduated to the High School. Being the only survivor of five children, the demands of his father's business required his services, and, at the age of sixteen, on June 16, 1879, he entered the offices of the firm, then located at 170 Washington Street. Shortly afterward, Mr. Kozminski made a trip to Europe, visiting his father's native town of Breslau, Silesia, and there met Mr. Goodman, a prominent operator on the Bourse, in whose employ his father acted as cashier in 1853. He then perfected his practical experience in the office by a thorough course in a first-class commercial college, and is now a valued and enterprising factor of one of the oldest steamship agency firms in Chicago.

INSURANCE.

With the exception of the commerce of this city, there is possibly no interest which has had so vital a connection with her welfare as insurance. Although it was many years before the practice of underwriting became general among the merchants, shippers and residents, yet the custom at last obtained a firm foothold, and, at the time of the conflagration of 1871, the residents of the city and those having destructible interests here, were very generally insured. And it was immediately subsequent to the fire of October 9, 1871, that the vitality of the insurance interests to those of the city was developed, not alone in the re-imbursement of the losses, but also in the leniency of some of the great Eastern companies who were heavy creditors of our scorched merchants.

Even as the payment of risks, matured and rendered payable by the fire, rejuvenated numbers of citizens who were losers by the fire, so the failure of other companies proved fatal to other sufferers by their insolvency. Hence it would seem, that of all places in the world where a "sick child" of an insurance company could exist, Chicago would be the poorest place. That this supposition is directly antagonized to the fact it is unnecessary to state.

The first company to establish an agency in this city was The Howard Insurance Company, of New

York, which appointed Gurdon S. Hubbard its agent in September, 1836, and the first policy issued was one to Mr. Hubbard on his household goods.* In this year also The Chicago Marine and Fire Insurance Company was chartered, the date of the charter being January 13 (vide Vol. 1). Other early agents, the precise date of whose appointment is unknown, were David Hunter and Elijah K. Hubbard. In 1837, Julius Wadsworth was appointed agent of the Hartford Insurance Company, of Hartford, Conn., and that company has been continuously represented in this city since that date.

On March 2, 1839, the Illinois Insurance Company, of Chicago, was chartered, and on February 26, 1841, The Phoenix Insurance Company, of Chicago, received a charter.†

THERON PARDEE was born on July 15, 1817, in Herkimer County, N. Y., and came to Chicago in 1841, at the age of twenty-four years. From 1841 to 1882, he was engaged in the grain-trade, warehousing and shipping, and while so engaged built the first elevator in Chicago, which was operated by horse-power and a treadmill, and had a capacity of about forty thousand bushels. In 1842, also, he was appointed agent for the North-Western Insurance

* It is narrated that Mr. Hubbard was appointed agent for the Howard Insurance Company, of Hartford, Conn., in 1836, and in that year wrote the first policy in Chicago, of Cook County. He was an agent at that time, he must have been a sub-agent to some agency elsewhere.

† It is necessary, and just, to acknowledge the valuable and voluminous data furnished by T. F. Rodius, personally and by his article on Insurance in The Argus for November, 1882.

Company, of Oswego, New York, for which company he wrote marine risks, thus being one of the earliest, if not the earliest, of Chicago's Marine Underwriters. Mr. Pardee does not remember having taken any life or fire risks during these days of primitive Chicago and primitive insurance—in which business he remained however for but a few years, retiring therefrom about 1850. When Mr. Pardee came to Chicago he came to act as agent for the line of Troy and Oswego propellers, and was thus the first propeller agent here. The "Vandalia" belonged to this line and was the first built on the Lakes. Mr. Pardee severed his connection with the propeller agency in 1849. In 1848 and 1849, he was desultorily engaged in the building of reapers, being then also one of the firm of McCormick, Ogden & Co. About 1853, he left Chicago and was engaged in banking at Bloomington, Illinois, being one of the stockholders and the cashier of the McLean County bank and, in 1864, returned to Chicago, where he has since resided, although he has not been actively engaged in business. He was married in Rock County, Wisconsin, in 1845, to Elizabeth Lupton, and has three sons—Rev. Luther Pardee, of Calvary Episcopal Church; Frank Pardee and Harry T. Pardee.

In 1842, R. C. Bristol became the agent of the Protection Fire Insurance Company, of Hartford, Conn.; which company subsequently appointed Gurdon S. Hubbard its agent. He took Charles H. Hunt, formerly his clerk, into partnership with him, under the firm name Hubbard & Hunt, in February, 1859. This firm existed until March, 1867, when it became Hunt & Goodwin (Jonathan), which was changed to Goodwin & Pasco (Henry L.) on July 1, 1870, Charles H. Hunt having died in that year, and thus dissolved the firm. In October, 1874, Jonathan Goodwin was the sole agent, and Mr. Pasco died in 1882.* An anecdote concerning this company may be inserted here:

On October 11, 1871, E. J. Bassett arrived in the city to adjust the losses of the company, and, with E. P. Dorr, went to the office of the Tribune to write an advertisement stating that the general agent of the company was here for that purpose. He wrote a lengthy screed on a pine shingle and handed it to Horace White, who asked; "What is all that advertisement about?" "The Aetna is going to pay dollar for dollar," replied Mr. Goodwin. "Well then say so," said Mr. White; and the periphrastic advertisement was condensed to that simple statement.

About 1842, George W. Dole also wrote policies for some companies unknown.

In 1844, as stated in the directory for that year, the insurance agents were Julius Wadsworth, R. C. Bristol, Theron Pardee (the representative of the first marine insurance company in this city, the Northwestern, of Oswego, New York†), George Smith & Co., Gurdon S. Hubbard, J. B. F. Russell, S. B. Collins & Co., Augustus Garrett, J. T. Whiting, Benjamin W. Raymond and M. M. Hayden. The last named gentleman was the agent of the Mississippi Marine & Fire Insurance Association, which is surmised to have been one of those institutions, under cover of whose charter as an insurance company, "wild-cat" banking was carried on.

In 1843, David Humphreys was appointed agent of the Buffalo Marine Insurance Company. As contemporaneous information of business done by insurance companies, the following extract from Mr. Rollin's article will be read with interest:

"In 1844, B. W. Raymond was appointed agent of the Connecticut company. This company he represented till 1846; during that time the premiums received by the company amounted to \$912. In September, 1846, Mr. Raymond was agent of the Howard of New York, continuing to represent it until 1850; the premiums taken in at that time amounted to \$6,326. In the same year he was agent also of the Mutual Safety, resigning in 1845. The receipts of this

* The date relative to this insurance furnished by the home office.

† George Smith & Co. were the first to do fire insurance in Chicago—agent of the Wisconsin Fire & Marine Insurance Company, a company organized upon the old charter of the Chicago Marine & Fire Insurance Company. See vol. 1, pp. 527-533.

company for the two years amounted to \$3,896. From 1846 to 1847, Mr. Raymond represented the Mutual Benefit Life Insurance Company, of New Jersey. In 1849, he was also agent for the Lexington Fire, Life and Marine Insurance Company, of Lexington Ky., which had at that time a paid-up capital of \$260,000. In 1850, Mr. Raymond retired from insurance to take charge of several railroad interests."

In 1845, the list of agents given as of 1844 was augmented by I. H. Burch, Garrett & Seaman, and the firm of Wadsworth, Dyer & Chapin, comprising E. S. Wadsworth, Thomas Dyer* and John P. Chapin. The Mutual Life, of New York, was first represented by John C. Dodge in this year.

CHARLES H. FERGUSON, agent of the Mutual Life Insurance Company of New York, has been connected with the agency in Chicago since June, 1876. In 1873, he was appointed general western agent for the Oswego and Onondaga Fire Insurance companies, prior to which he had been in the district agency of the Mutual Life, since 1867, with L. C. Mann & Co., at Auburn, N. Y. Prominent among the names of the trustees of the company Mr. Ferguson at present represents, was that of General Anson Stager of Chicago, and conspicuous among the names of the directors was that of F. S. Winston, who was president of the company from 1853, when it had but \$2,000,000 of cash assets, until 1884, when its cash assets were over \$100,000,000. The following exhibit of the risks paid by the Mutual Life in this city, during the past four years, sufficiently testifies to the stability of the company:

1880—Death losses	\$214,032 58	
Endowments	25,364 13	
	<hr/>	\$239,396 71
1881—Death losses	\$159,452 94	
Endowments	37,624 95	
	<hr/>	197,077 89
1882—Death losses	\$115,513 15	
Endowments	45,916 65	
	<hr/>	161,429 80
1883—Death losses	\$78,434 32	
Endowments	47,266 95	
	<hr/>	125,701 27
Total	<hr/>	\$723,605 67
Average per year	<hr/>	180,901 42

In 1846, the Mutual Benefit Life, of Newark, N. J., first appointed an agent (B. W. Raymond) in this city.

In December, 1847, the Connecticut Mutual Life Insurance Company of Hartford, Conn., appointed its first agent in this city, S. N. Stebbins. The first policy issued, was on the life of Charles H. Quinlan, in that month and year.

In the directory for 1848, there only appear the names of the following agents: John C. Dodge, insurance and canal agent; Julius White, Zebina Eastman, J. B. F. Russell and T. S. Morgan.

JULIUS WHITE first came to Chicago in 1836, but did not do business here until 1848, when he engaged in the insurance business, and became very prominent in that fraternity, being president of the Chicago Board of Underwriters in 1854. In 1854, he compiled a system for estimating exterior fire-hazards, embodying diagrams and classifications of risks, that became to some extent a standard for reference by the guild. He was engaged in fire insurance from 1850 to 1861, and in the life and accident branch from 1864 to 1872, during which latter year, he discontinued insurance, and went into the real-estate business.

On February 12, 1849, the Chicago Savings and Insurance Company was chartered; presumably identical with the Chicago Temperance Saving Association, noticed in vol. 1, on page 535. During this year also the necessity for combined action relative to classification of risks, amount of insurance thereupon, and general business comity led to the establishment of a Board of Underwriters. The following is an excerpt from The Argus, to which paper it was furnished by Thomas Buckley, an old Chicago underwriter:

CHICAGO, 3d December, 1849

At a meeting of the Board of Underwriters of Chicago, it was Resolved, That the annexed Rules and Regulations be

adopted, and that the General Rules laid down at the convention in New York, in September last, be acknowledged for their guidance.

GEO. W. DOLE, *President*.

JOHN C. DODGE, *Secretary*.

GENERAL RULES.

1. In all cases where the rates are not specific, where wooden buildings adjoin blank walls of brick buildings, ten cents additional to be charged on each wall so adjoined. When there are openings in the wall, such additional charge to be made as will equal the hazard therefrom.

2. Lease-hold interests shall not be covered to exceed three-fourths of their actual cash value, and a statement of the precise nature of such interest shall be required of applicants in all cases.

3. No agent shall surrender the regular fee for policies, nor offer any pecuniary inducement to obtain business, and the fee for the policies shall not be less than \$1.

4. A meeting of the agents shall be held at least once a month for the purpose of consultation and agreement in the matters of the business of their respective agencies, of furnishing each to the other memoranda of the risks of each expiring within the month next ensuing, with the rate of premium now charged, as well as the rate proposed to be charged under the new tariff; to concert measures for the detection and conviction of incendiaries; and to do such other things as will add to the safety of their operation and secure harmonious action among themselves.

5. In all cases where the rates are not fixed by the following tariff, and one not provided for by agreement between the agents themselves, reference shall be had to the foregoing rules and to the tariff and regulations adopted by the convention held in the city of New York, in September, 1849, and in all cases where local rates have not been acted upon, it shall be the duty of agent to fix the same to correspond as nearly as may be to the following tariff.

Rates in all cases stated at the minimum and when risks are taken for less than a year, the tabular rates appended to be adopted.

The special tariff of rates ran from three-fourths of one per cent. to five per cent., and gave a particular rate for each on the streets embraced in the territory for which rates were made. This was the first effort to fix any definite standard whereby all agents should classify and write the risks taken.

In 1850, the following agents are specified in the directory for that year: (Philip) Thurber & (Paul B.) Ring, J. B. F. Russell, J. D. Woolley, J. F. Rogers, H. W. Clarke, O. R. Lull, Julius White, George W. Dole, C. N. Holden, R. C. Bristol, G. W. Gardner, Theron Pardee, Benjamin W. Raymond, John C. Dodge, T. W. Wadsworth, David Humphreys, Gurdon S. Hubbard, H. Wheeler, J. H. Reed, George Smith, J. Breck, Jr., and D. O. Bradley. The companies doing business in this city at that time were—Atlantic Mutual, Astor, Sun, New York, Mercantile, Mutual Life, Howard, Protection, North-Western, and Health, of New York; Merchants' Mutual and Wisconsin Marine and Fire, of Milwaukee; Chicago Marine and Fire, Illinois Mutual, and Jackson County Mutual, of Illinois; Ohio and Columbus, of Columbus, O.; Ætna, Protection, Hartford, and Connecticut Mutual Life, of Hartford, Conn.; New England Life and Union, of Boston, Mass.; Mutual Fire, of Trenton, N. J.; and Knox, of Vincennes, Ind.

On January 28, 1851, the Chicago Marine Insurance Company was incorporated, and W. B. Lounsbury entered the fraternity as agent for the Springfield Fire and Marine Insurance Company, the first represented in this city.

In 1852, the Chicago Mutual Insurance Company was incorporated on June 19, and a local agency was established by the Massachusetts Mutual Life Insurance Company, with Harvey Danks as local agent.

THE MASSACHUSETTS MUTUAL LIFE INSURANCE COMPANY, of Springfield, Mass., established their general agency in Chicago, on January 2, 1855, with J. P. Brooks as general agent, this company being the first to locate a general western agency in the State.

Some idea of the magnitude of its business and the successful administration of this company can be gleaned from the following financial exhibit:

It has paid to policy-holders or their representatives:	
Premiums received.....	\$10,427,207
For death claims.....	6,180,179
For endowment claims.....	920,890
For dividends.....	3,343,496
For surrendered and canceled policies.....	2,562,380

Total.....	\$13,015,945
And has on hand December 31, 1883, exclusive of premiums deferred and in course of collection, assets, the property of the policy-holders.....	7,451,407

Total.....	\$20,467,352
Balance over premiums received.....	\$ 1,040,145

That is to say, the interest earnings and profits, of the investments made with the policy-holders' money, have paid all the running expenses of the company and put more than a million dollars in its treasury besides. The assets of the company on January 1, 1884, were \$7,588,727.32, and the surplus \$513,342.92. Among the agents have been J. P. Brooks, Hon. R. W. Dunham, Hon. George R. Davis, E. P. Roberts and W. E. Poulson, general agents, and Percy W. Palmer, financial agent.

WILLIAM E. POULSON was born in Portsmouth, Va., on July 12, 1814, the son of George Oldham, and Martha A. (Spoon) Poulson. He received his early education in the public schools of Washington, D. C., and thenceforth made such progress that, in 1835, he received a diploma from the Smithsonian Institute for proficiency in English studies, an honor which many older boys failed to attain. In 1856, he entered Virginia Collegiate Institute, and graduated therefrom in 1860. In 1862, he went to Charlotte, North



REPUBLIC LIFE INSURANCE BUILDING.

Carolina, in the Naval Engineer Department of the Confederate service, and after remaining there for a few months, went to Richmond and was attached to the Ordnance Department of the Richmond Arsenal, where he spent two years, and, in 1864, was with "Wise's Legion"—composed of the brigade of Henry A. Wise—passing most of his time at Chapin's Farm, where the brigade was stationed. At the conclusion of the War he commenced the study

of law at Norfolk, Va., remaining there until 1866, when he went to Baltimore, Md. In March, 1867, he moved to Cincinnati, Ohio, to accept a more remunerative position. In 1868, he went to Nashville, Tenn., and started in business on his own account, selling petroleum apparatus; but the venture not proving successful, in consequence of the monetary depression prevailing in that State, he sold out his interests and returned to Cincinnati. He remained there but a short time however, and, in October, 1868, migrated to

S.P.G.M. of Chicago Council Princes of Jerusalem in 1882-83, and has been Grand M. of C. of Oriental Consistory, S.P.R.S., 32^d, in 1882-83-84; and on September 23, 1884, was created Sovereign Grand Inspector General, 33^d, of the Northern Jurisdiction of the United States.

E. F. ROBERTS is a native of Addison County, Vermont, and has been engaged in life-insurance business since the year 1868. His primary association with the profession was with the Mutual Life, of New York, which company he represented as local agent for two years. In 1870, he was appointed general agent of the Equitable Life Association, for the State of Vermont and from 1871 to 1875, he was manager, for the same company, of the territory embracing Northern New York, Vermont, New Hampshire and Maine. From 1875 to 1877, he was manager for the State of Ohio of the affairs of the Equitable Life, but, in 1877, accepted the appointment of special traveling agent for the New York Life Insurance Company, with which company he remained until July 15, 1879, when he came to Chicago and accepted the position he at present occupies. The long experience of Mr. Roberts, his courtesy and affability, peculiarly qualified him for the position he occupies, and the increase of the business, year by year, since he has had the agency of the affairs, testifies to the success of his administration and the conservative character of his transactions—the key-note of success in the insurance business.

On April 9, 1852, Edwin C. Larned delivered a lecture on the subject of fire and life insurance before the Chicago Commercial College, and which was subsequently published in pamphlet form.

On February 10, 1853, the Western Marine and Fire Insurance Company, of Chicago, and the Mutual Security, of Chicago, were incorporated, and the Continental, and Home Insurance companies, of New York, were first represented here in that year—the former by C. N. Holden and the latter by H. B. Willmarth.

THE HOME INSURANCE COMPANY, OF NEW YORK, was organized in April, 1853. It commenced business April 13, 1853, and first established an agency in Chicago, in the same year, with H. B. Willmarth as agent. From the issue of the first policy, the company has had an increasing, first-class business, although the large augmentation in the company's business did not occur until General Arthur C. Ducat was appointed in 1866. From that date until the present, the record of the Home has been one of the most comprehensive success—success that was rendered greater by the losses the company incurred in the fire of 1871, which were on seven hundred and ten policies, \$3,150,586.07, six hundred thousand dollars of which was covered by re-insurance in solvent companies. The amount of their loss was paid in full to the Chicago policy-holders, without a single note or mortgage of the company's assets being called in to furnish any funds to meet it. The cheerful alacrity displayed in the settlement of these claims, the patient and painstaking assistance rendered in their adjustment where policies had been destroyed by the fire, and the liberality of the adjusters, made a record that has been a source of continued revenue to the company since 1871. Of the steady and healthy growth of this company, it is only necessary to state that, in 1853, the capital was \$500,000; receipts, \$190,442.11; expenditures, \$43,370.78; assets, \$7,492,751.11; net surplus, \$1,667,240.07; and the amount of premiums received in thirty years was \$57,204,108.31, and the total of losses paid in the same period, \$34,760,260.04. The local representation of the company at Chicago, since 1873, has been by the firm of Ducat & Lyon, comprising General Ducat* and George M. Lyon, who are also managers of the Western Department of the company, having jurisdiction over the Western States and all Western Territories to the Rocky Mountains.

GEORGE M. LYON, of the insurance firm of Ducat & Lyon, managers of the Home Insurance Company of New York, was born in Bedford, Penn., May 18, 1841. In 1859, he took his first step of introduction to his long and successful insurance career, by going to New York and connecting himself with the home office as junior clerk. From this position he was promoted to be supply clerk, and later to one of the examiners of agency business. In 1867, he was appointed assistant secretary of the company, to succeed the present secretary, J. H. Washburn, his headquarters being still in New York. During the hard times occasioned by the Chicago and Boston fires, a great portion of the burden of the agency business fell upon his shoulders. In October, 1873, Mr. Lyon



RUINS, ENTRANCE OF REPUBLIC LIFE BUILDING.

Chicago. He intended upon his arrival in this city to practice law, but he changed his plans and embarked in the life insurance business with the Life Association of America, of St. Louis, and in 1869 he was employed for one year by that Association in establishing a Board of Trustees of the State of Illinois, comprising one hundred members at \$10,000 per capita. In 1870, on the organization of the Republic Life of Chicago, he was appointed general agent of the Home Department. The United States Biographical Dictionary thus speaks of this epoch in Mr. Poulson's life: "There was a strong opposition, and it was with extreme difficulty and the exercise of his utmost energy that he succeeded in establishing the home business of the company. His work, however, proved unusually successful, and he did a large and satisfactory business, and affairs were most promising when the great fire of October 9, 1871, left him where he started, with but about ten dollars in his pocket, a single suit of clothes, and being engaged to be married on the 16th of the month. The misfortune would have disheartened many, but, undaunted, he pursued his purpose, and was married on the appointed day, in the midst of ruin, and with a brave heart began life again. Business was soon resumed, but little was accomplished until the following March, when the company's building was rebuilt and occupied. From this time his success has been uninterrupted, and, considering the unfavorable circumstances attending his beginning, we may say unprecedented. In 1873, the Republic, through its president, Mr. J. V. Farwell, presented him with a valuable hunting-case gold watch, for having done for the company too large individual business of any agent in the United States." In 1874, he was appointed general agent of the National Life Insurance Company of the United States, and afterward was appointed agent of the Mutual Benefit, of New Jersey, and, in 1880, was appointed to his present position, as general agent of the Massachusetts Mutual Life Insurance Company. William E. Poulson is also a prominent member of the Masonic fraternity, belonging to Washington Lodge, No. 100, A.L.S. & A.M., La Fayette Chapter, No. 2, R.A.M., of which chapter he was High Priest in 1882-83; Palmetto Council, No. 66, R. & S.M., of which he was T.L.M., in 1883-84, and in the Grand Council of the State he is Deputy Grand Master of Illinois, and is also the deputy of the district; and a member of Apollo Commandery, No. 1, U.C.L.

* See Military History.

removed to Chicago, and formed a partnership with Arthur C. Ducat in the local insurance business and in the management of the Western Department of the Home Insurance Company. The firm is undoubtedly one of the strongest and most prosperous in the West.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY first had an agency in Chicago in 1853, when John H. Kinzie was its agent. He was succeeded in 1861 by Higginson & James, who retained the agency for some time, under the New York directorship. In 1866, the Chicago office was made a general agency, and William Warren was appointed general agent. At the time of the Chicago fire, a telegram was received on Tuesday, October 11, from the main office: "Draw, at sight, and subscribe \$10,000 to the sufferers." The losses, paid by this company, consequent upon the fire, were \$3,270,000. In 1875, the Chicago office was made an independent center, and Mr. Warren was made resident secretary—the office and official having remained the same since that date. The income of the company, during 1883, was \$3,605,840.98, and the Chicago directors are John Crerar, of Crerar, Adams & Co.; Levi Z. Leiter, late of Field, Leiter & Co.; and Ezra J. Warner, of Sprague, Warner & Co.

In the Directory for 1854, the following insurance agents are designated: John C. Dodge, J. Drake, E. P. Fisher, L. C. Hall, J. B. Henshaw, C. N. Holden, Hubbard & Hunt, J. S. Hulbert, Ring & Smith, Wadsworth & Lounsbury and Julius White; but this list is erroneous and imperfect. In 1854, a table of rates was formulated and published in book form, presumptively the first compilation of this nature promulgated in this manner. The schedules were acceded to by the following formula and signatures:

"CHICAGO, October 6, 1854.

"The undersigned do hereby assent to the foregoing tariff of rates, classification of hazards and general rules for the prosecution of the business of fire insurance in Chicago, and pledge themselves to abide by the same in all cases.

"JULIUS WHITE, for the Northwestern Insurance Company. T. W. WADSWORTH, for the Atlantic, Connecticut Fire and Washington Insurance companies. B. W. RAYMOND, for the Howard Insurance Company, New York. T. F. PHILLIPS, for the Hartford Insurance Company, and LaFarge Company, New York. JOHN H. KINZIE, for Liverpool and London Fire and Life Insurance Company. L. C. HALL, for Equitable Insurance Company, of London; New York City and Granite Insurance companies, of New York; State Mutual Insurance Company, of Harrisburg, and Metropolitan Insurance Company, of New York. C. N. HOLDEN, for Continental Insurance Company, of New York; Monarch Insurance Company, of London and New York, and Star Fire and Marine Insurance Company, of Ogdensburg, New York. G. S. HUBBARD, Agent Ætna Insurance Company, Hartford, Conn. HUBBARD & HUNT, Agents Provincial Insurance Company, and British American Assurance Company, of Toronto, Canada. H. B. WILLMARTH, Agent Home Insurance Company, of New York. C. RUNYON, Agent City Insurance Company, Cleveland. E. H. RING, Secretary Chicago Mutual Insurance Company. E. H. RING, Agent Lorillard and New Amsterdam Fire Insurance companies, New York City, and Roger Williams Insurance Company, Providence, R. I. W. B. LOUNSBURY, Agent Springfield Fire and Marine Insurance Company, Springfield, Mass.; Western Massachusetts Insurance Company, Pittsfield, Mass.; Phoenix Insurance Company, Hartford, Conn., and City Fire Insurance Company, Hartford, Conn. H. S. HUDSON, Agent Bridgeport Fire and Marine Insurance Company, Bridgeport, Conn. WILLIAM A. GROVES, Agent Albany Insurance Company, Albany, N. Y.; Atlantic Insurance Company, Brooklyn, N. Y.; Montgomery Insurance Company, Canajoharie, N. Y.; New York Indemnity Insurance Company, Broadalbin, N. Y., and North America Insurance Company, Brasher Falls, N. Y. BARR & EVANS, Agents North-Western Insurance Company, of Philadelphia. CROW & SMITH, Agents Summit Insurance Company, of Akron, Ohio; Knickerbocker, Waterford, N. Y., and Rensselaer of Lansingburgh, N. Y. C. P. KELLOGG, Agent Farmer's Union Insurance Company, of Athens, Penn.

"JULIUS WHITE,
"President of the Chicago Board of Underwriters.

"W. B. LOUNSBURY, Secretary."

The following table gives the number of insurance agents doing business, and the number of insurance companies represented by them, in this city, during various years; the authority for such table being the directories for the years specified. This syllabus is not

deemed statistically accurate, but will serve as an approximation of the actual figures:

1854-5—Insurance agents, 10, companies represented 42. 1855-6—Agents, 24, companies, 44. 1856-7—Agents, 31, companies, 46. 1858—Agents, 29, companies, not given. 1859—Agents, 28; companies, fire and marine, 74; life, 16. 1860—Agents, 27; companies, not given. 1861—Agents, 32; broker, 1; companies, fire and marine, 40; life, 7. 1862—Agents, 37; companies, fire and marine, 43; life, 10. 1863—Agents, 44; companies, fire and marine, 61; life, 16. 1864—Agents, 28; companies, fire and marine, 52; life, 7. 1865—Agents, 44, companies, fire and marine, 84; life, 28. 1866—Agents, 67; companies, accident, 8; fire and marine, 97; life, 40. 1867—Agents, 90; companies, accident, 10; fire and marine, 104; life, 54; live stock, 3. 1868—Agents, 93; companies, boiler, 1; fire and marine, 28; life, 52; live stock, 4; fire, 65. 1869—Agents, 64; companies, fire, 61; fire and marine, 16; life, 42; marine, 1. 1870—Agents, 100; brokers, 3; companies, fire, 70; fire and marine, 26; life, 71; boiler, 1; marine, 2; plate glass, 1; accident, 2. 1871—Agents, 102; brokers, 5; companies, fire, 80; fire and marine, 21; life, 66; boiler, 1; marine, 3; plate glass, 1; accident, 1.

THE UNITED STATES LIFE INSURANCE COMPANY, OF NEW YORK, was first represented by a Chicago agency in 1855. Since that initial representation its growth has been steady and progressive, but it was not until the appointment of the present manager, Thomas J. Finney, on January 1, 1883, that the enormous growth of this company's Chicago business commenced. That the company made a judicious selection of their choice of the gentleman who should conserve their interests, the following figures will testify: December 31, 1882—Policies written during the year, twenty-three, amounting to \$71,000.* December 31, 1883—Policies written during the year, one hundred and ninety-one, amounting to \$800,000. The augmentation of business one thousand per centum is certainly a flattering testimonial to the efficiency of the present manager. The company is an old and reliable one, and its general interests have not stood still while the manager of its Chicago department has been increasing the business of his office. as the following comparison of its business for two years will exhibit:

	1882.	1883.
New Insurance written.....	\$2,800,000 00	\$5,231,000 00
Assets.....	5,116,814 40	5,268,212 48
Payments to policy-holders.....	459,679 46	475,923 98

On February 14, 1855, the Mercantile, Chicago City and Chicago Firemen's Insurance companies were incorporated, and, on February 14, the Garden City was chartered, all being home organizations. The Phenix Insurance Company, of Brooklyn, N. Y., established an agency in this city during this year, and made L. C. Hall, agent.

THOMAS R. BURCH is general western agent for the Phenix Insurance Company of Brooklyn, N. Y. His experience in the business commenced in the home office of that company, in New York in 1864, where he gained that experience of the general insurance business and that introspection into the details of the special business of the company that have fitted him for the responsible place he at present occupies. In 1874, he was appointed to the position of general agent for the West and South, and came to this city and established the office; since which time he has amply demonstrated the good judgment of the company in his selection, by the conservation of its business and the growth it has had under his management. The amount of losses paid by this company consequent upon the Chicago fire of 1871, were \$417,759.59, and were paid in full, the first loss having been paid on October 12, 1871, which was the first that was paid in the city after the fire. The assets of the company on January 1, 1884, were \$3,759,035.98, and its net surplus, \$686,160.04. This agency does the largest western business of any company represented in the West.

In this year, also, the Phoenix Mutual, of Hartford, Conn., established an agency in this city, with G. S. Hubbard as agent.

In 1856, the second local board of underwriters was constituted, of which Gurdon S. Hubbard was president, and J. Kearney Rodgers, secretary and surveyor. The members of the Board were G. S. Hubbard, J. K. Rodgers, H. B. Willmarth, T. L. Miller, T. W. Wadsworth, C. N. Holden, Julius White, W. B. Lounsbury, L. D. Olmsted, R. F. Mason, S. T. Atwater, John H.

*Of this amount actually \$50,000 were taken by Mr. Finney just before assuming the management of the agency.

Co., N. H., on December 15, 1830, the son of Silas and Hannah Moore. He obtained his early education at the common school while working on the farm, subsequently attending the old Pembroke Academy, engaging in the study of medicine in 1850 and 1851. In 1852, Mr. Moore determined upon relinquishing medical studies, and became principal of Chester (N. H.) Academy, which position he filled, with great satisfaction to his pupils and their parents, for three years. In 1856, he moved to LaSalle County, Ill., and engaged in the real-estate and insurance business, remaining there until 1860, in which year he came to Chicago. In March, 1861, he entered the house of L. D. Olmsted & Co., withdrawing therefrom in 1876. In that year he organized the firm of S. M. Moore & Co., continuing in the insurance business, but with companies different from those that had been theretofore represented by him. His partner in this new firm was Thomas H. Webster, at the same time, continuing in the firm of E. A. Cummings & Co., real-estate dealers. Both of these firms are doing a large and constantly increasing business, commensurate with the long and honorable connection of Mr. Moore with the mercantile interests of Chicago. Mr. Moore was married, in 1856, to Miss Elizabeth Davidson. He is a staunch member of the Congregational faith, having been for twenty years a member, and for many years a deacon, of the First Congregational Church.

JAMES H. MOORE was born in Windham, N. H., in 1840, and came with his parents to Illinois, in 1856, locating at Mendota, where he attended school. In 1859, he removed to Elgin, and entered the employment of the Elgin Bank, where he remained until he enlisted in July, 1861, in Co. "A," 36th Illinois Volunteer Infantry. In the spring of 1863, he was promoted to the rank of first lieutenant and quartermaster of the 71st Illinois Volunteer Infantry, with which regiment he remained, until it was mustered out in the fall of 1863. He came to Chicago and entered the insurance agency of Moore & Stearns, subsequently becoming a partner in the firm of S. M. Moore & Co., the firm name being changed to Moore & Jones, in 1876.

JOHN J. JONES was born in Lansingburg, N. Y., in 1833, his ancestors having emigrated to New England from England some two hundred years since. He was educated in Troy, N. Y., and went to New York City, in 1849, where he secured employment as clerk in a commission house. In March, 1854, he came to Chicago and was employed by the old banking firm of H. A. Tucker & Co. for about one year, and was afterward first cashier of the Land Department of the Illinois Central Railroad for a period of eighteen months, when he resigned, and entered the employ of a large grain and commission house as confidential clerk, remaining there for several years. The Globe Insurance Company, of Chicago, was established in 1864, and he soon became its secretary, remaining with them until they closed out in 1866. Mr. Jones subsequently became associated with the insurance agency of I. F. Dobson & Co.; with whom he remained until he entered the firm of S. M. Moore & Co.

The Directory for 1857 gives the following data relative to Chicago companies:

Chicago City Insurance Company. Office 1 Masonic Temple. Capital \$150,000. Edmund Canfield, president; Henry Chapman, treasurer; William S. Bates, secretary.

Chicago Marine & Fire Insurance Company. Lake, corner LaSalle Street. Capital \$50,000. J. Young Scammon, president; B. F. Carver, cashier. Directors—Hugh T. Dickey, Mark Skinner, Benjamin W. Raymond, Buckner S. Morris, George W. Dole, Franklin Scammon, J. Y. Scammon, B. F. Carver.

Chicago Mutual Insurance Company. Office No. 140 South Water Street. George Steel, president; directors, C. T. Wheeler, L. P. Hilliard, John P. Chapin, R. S. King, E. H. Densmore, George Armour, Hiram Wheeler, C. H. Walker, M. C. Stearns, B. S. Shepard, Oramel S. Hough, Thomas H. Beebe.

Garden City Insurance Company. Office, Dole's Building, No. 148 South Water Street. Organized August 4, 1855. Capital \$300,000. President, M. D. Gilman; vice-president, E. K. Rogers; secretary, Henry G. Foote; assistant secretary, Charles W. B. Bradbury; directors, M. D. Gilman, E. K. Rogers, T. J. S. Flint, Jonathan Burr, Hiram Wheeler, R. S. King, D. Kreigh, William Blair and Tarlton Jones.

Great Western Insurance Company. No. 160 South Water Street. Capital \$500,000. President, James H. Rees; vice-president, Hart L. Stewart; actuary, Henry

Brandt; secretary, H. W. Zimmerman; treasurer, H. A. Tucker; finance committee, Buckner S. Morris, Charles V. Dyer, Solomon M. Willson; directors, James H. Rees, Nicholas P. Iglehart, O. R. W. Lull, Charles V. Dyer, Thomas Lonergan, Samuel H. Kerfoot, Hart L. Stewart, Charles G. E. Prussing, Solomon M. Willson.

Phoenix Insurance Company. No. 62 Lake Street, corner State. Capital \$500,000. President, A. Edwards; secretary, J. B. Ackley; directors, William Carr, A. Edwards, C. H. Spencer, Hiram B. Smith, William Colby.*

Wagonsha Fire and Marine Insurance Company. Lake street, corner State. Capital \$200,000. William Cook, president; C. B. Rockwell, secretary; R. J. Morgan, general agent; directors, William Cook, H. Eugene Vogell, Ira W. Buel, Erastus Lewis, N. F. Webb, C. B. Rockwell, L. H. Davis, R. J. Morgan, D. S. Potter, Norman Wiard, L. C. Huntington, D. B. Moores, Sanford Williams, A. F. Rockwell, C. C. Cheney.

Mercantile Mutual Insurance Company. Capital \$300,000. Organized March 28, 1855. Office, Hilliard's Block, northeast corner of South Water and Clark streets. Cyrenius Beers, president; James Peck, vice-president; Thomas Richmond, secretary; John C. Nymann, inspector and acting director.

Chicago Firemen's Insurance Company. Capital \$200,000. Office northwest corner of Lake and Clark streets, up stairs. Organized 1855. President, Thomas Church; secretary, C. N. Holden; surveyor, Joseph E. Brown; directors, Thomas Church, B. W. Raymond, George W. Dole, E. H. Hadduck, Jabez K. Botsford, Orrington Lunt, C. B. Farwell, W. M. Larrabee and J. T. Edwards.

THOMAS CHURCH, (deceased), one of the early business men of Chicago, was born November 8, 1801, in the town and county of Onondaga, N. Y. He was the oldest of a family of seven children, and in his infancy his step-father removed to Marcellus, in the same county, where he operated a small distillery. Afterward he settled, with his family, in Benton, Ontario County, and when Thomas was fourteen years of age, moved to the Holland Purchase, Genesee County. When Thomas Church had reached his majority, he left home to make his own way. First, as an employe of a grist mill, then as a farmer on a small scale, he continued to advance by sheer strength of will, industry and ability, until, by the fall of 1823, he had accumulated sufficient means to get married, remove to Buffalo, N. Y., build a house and store, and establish himself in business. Mr. Church's first wife was Rachel Wariner. It had been his original intention to continue farming, and, previous to going to Buffalo, he had built a log house on a piece of land in Chautauqua County, and there left his young bride. But having, with wise foresight, determined to adopt a business career, he established himself, as stated, in Buffalo, whither he and his wife removed in February, 1824. Here for ten years he steadfastly labored until, in the summer of 1834, he decided to come West. Reaching Chicago on June 2, of that year, he purchased a lot on Lake Street, and erected the first building which ever fronted on that thoroughfare. It was both dwelling and business house—the second story being rented to James Whitlock, United States registrar of the land office, and E. D. Taylor, the receiver. In the spring of 1835, Mr. Church returned to Buffalo, and purchased quite a stock of groceries for those days. Business increased so rapidly that an addition was soon made to the store, and for the succeeding four years it was one of the most prosperous establishments in the city. In 1839, however, after the occurrence of Chicago's first fire, which Mr. Church barely escaped, he determined "to build for the future," and accordingly erected two brick fireproof stores, four stories each. He also invested in real estate on Lake and South Water streets and Michigan Avenue. In 1840, M. L. Satterlee became his partner, and he greatly extended his business, carrying a large general stock. So successful was he, that, in April, 1843, he dissolved the partnership, virtually retired from active business, and invested his fortune in real estate. About this time he ran for mayor, but, as he afterward asserted, was "luckily" defeated. Mr. Church was subsequently appointed city assessor of the South

*In 1855, the president was John A. Nichols; secretary, J. C. Wilder; general agent, Curtis L. North; city surveyor, Lewis B. Rundell; managing directors, J. F. Aldrich, L. C. Wilder, John A. Nichols, A. Edwards; Hiram B. Smith, advisory directors, Watson Carr, C. N. Henderson, G. H. Hagdon, Adam Smith.

Division, a position for which he was peculiarly qualified, on account of his thorough knowledge of the value of property. He continued to hold this office for fourteen years, serving frequently on special committees to assess damages and benefits for street improvements. He was also appointed a commissioner for the partitioning of estates, and for the establishing of dock-lines. In common with many of Chicago's prominent citizens, Mr. Church was much interested in the Volunteer Fire Department, of which for ten years he was a member. The Chicago Firemen's Insurance Company was organized in 1855, and from that time up to the day of his death he was its president. In 1862, he was elected president of the Chicago Mutual Life Insurance Company, but declined favor of H. H. Magie, and was chosen vice-president, thus remaining as long as it continued in existence. The last twenty-



RUINS, REPUBLIC LIFE BUILDING.

three years of his life, Mr. Church spent in managing his property and in travel. He passed safely through the great panics, although for one hundred days succeeding the financial convulsion of 1857, his property is said to have depreciated at the rate of \$1,000 a day; notwithstanding which, at the time of his death, he was a wealthy man, being the owner of seventeen brick stores, from which he derived a large income. Mr. Church's first wife, whom he married in 1823, died in April, 1839, leaving two children, now the wives of Dr. E. Ingals and George A. Ingalls. On November 5, 1839, he married Mrs. Rebecca Pruyn, widow of Senator of Senator Pruyn, who had one daughter, now the wife of Seneca D. Kimbark. His second wife was the daughter of Silas W. Sherman, who came to Chicago in 1834, and was the second sheriff of Cook County. The widow and three married daughters of Mr. Church still survive the husband and father, whose death occurred June 25, 1871.

The officers of the Board of Underwriters, in 1857, were John H. Kinzie, president; Arthur C. Ducat, secretary and surveyor; executive and fire committee, John H. Kinzie, chairman; A. H. Van Buren, John Rochester, H. B. Willmarth, W. B. Lounsbury and C. N. Holden. The office of the board was at 17 Dole's Building.

At the commencement of 1858, the directory gives the following as the list of agents: Samuel T. Atwater, Julius White, T. F. Phillips, W. D. Smith, A. H. Van Buren, R. C. Bristol, W. H. Warner, C. T. Hubbard, Thomas Richmond, Thomas Hale, H. Brandt, L. C. Hall, H. Wheeler, J. P. Brooks, J. C. Dodge, C. N. Holden, T. G. Van Buren, H. C. Danks, T. D. Hall, W. B. Lounsbury, Justin Parsons, C. S. Dyer, J. C. Nyman, G. S. Hubbard & Co., J. Kearney Rodgers, H.

B. Willmarth, E. Johnson, J. L. Jenkins, J. H. Kedzie, E. O. Goodwin and G. R. Hodges.

The Girard, of Philadelphia, was this year represented by L. C. Ellsworth.

GERMANIA FIRE INSURANCE COMPANY, OF NEW YORK, has been established in Chicago since 1858, and since that time has become a favorite company, not only with those to whose *amor patriæ* the name appeals, but to every citizen of whatever nationality. Its assets, as published on January 1, 1884, were \$2,700,729.32; its net surplus \$817,897.65; and the gentlemen who have charge of the general agency of the Western Department are E. G. Halle, manager, and R. H. Garrigue, assistant manager. They are both gentlemen of extensive experience in insurance matters, Mr. Halle having been in the business for fifteen years, and Mr. Garrigue for eleven years. The Germania, in addition to its enviable record during its twenty-six years of existence in this city, made a most favorable impression on the people at the time of the fire. On the 11th of October, 1871, the company had notices posted that it would pay all its losses in full, and every one connected with the company made munificent subscriptions to the assistance of those whom the fire had rendered homeless. The general agency was established in Chicago on January 1, 1884. As a matter of history connected with this company, it may be remarked that it was formerly one of those of which the New York Underwriters' Agency was composed, which combination was represented by Carl Huncke for about three years prior to the dissolution of the companies. On January 1, 1884, when that occurred, Mr. Huncke was made manager of the local agency for the Germania. Mr. Huncke is a native of Detmold, Germany, and came to Chicago in 1867, at the age of seventeen years. He then secured employment with Samuel S. Greeley, city and county surveyor, with whom he remained for some years. In 1875, he entered the office of the Traders' Insurance Company, of Chicago, and there remained until he was appointed local agent for the Germania and Hanover Fire Insurance companies, at that time combined under the title of the New York Underwriters' Agency, and severed his connection with the Hanover Company on January 1, 1884, when the combination lapsed. Mr. Huncke has been a member of the Chicago Turn-Gemeinde since 1871, and was secretary of the executive committee of the National Union of the Turner societies from 1872 to 1878.

In 1859, B. W. Phillips came to Chicago, and went into the agency business as the successor of R. F. Mason & Co. He was succeeded by Oscar W. Barrett.

OSCAR W. BARRETT was born in Bristol, Monroe Co., N. Y., on June 13, 1836, and shortly thereafter was taken by his parents to Rochester, N. Y. There he began to learn the jewelry business, and, in 1852, went to New York City, where he clerked in a jewelry store. He came to Chicago on August 9, 1856, and entered a jewelry store, remaining there until 1858, when he entered the office of the old Union Insurance Company; thus being among the oldest of the insurance men of this city. He remained there but for a short time, and then traveled for three years for a mercantile house, through Illinois, Northern Missouri, Iowa and Southern Wisconsin, settling their accounts. This being before the institution of the present extensive railroad facilities in those States, most of his traveling was done with a horse and buggy. In 1862, he went into the office of B. W. Phillips & Co., at the corner of Lake and Clark streets, and, in 1867, succeeded the firm, removing to an office at No. 120 LaSalle Street—the Oriental Building—where he remained until burned out by the fire of 1871. He is most prominently known among insurance men and to the public generally, and controls a business which is constantly increasing in volume and value. In 1876, he was elected a member of the Board of Trustees of the University of Chicago, and is still a member, and has been secretary of the same for the past eight years; and was for many years trustee of the Second Baptist Church. He is a member of Waubansia Lodge, No. 160, A. F. & A. M., having joined in 1860, and has sat in the south and west in that lodge; and is a member of LaFayette Chapter, No. 2, R. A. M., and of Apollo Commandery, No. 1, K. T.; and in 1869, took the 32° in Oriental Consistory. He is at present president of the Board of Education of Highland Park. He was married on June 30, 1862, to Miss Genevieve, only daughter of Samuel Hoard, an early settler, and has seven living children.

EDWARD M. TEALL entered the insurance business at Chicago in 1859, as clerk for Messrs. Higginson & James, and upon the death of Mr. Higginson, in April, 1863, became the partner of the survivor, under the firm name of Alfred James & Co., retaining this position for some three or four years. He then entered into partnership with Fred. P. Fisher, the firm name being Teall & Fisher, which continued for ten years. Mr. Teall was then alone until 1882, when he took Cyrus A. Hardy, who had been with him

for some fourteen or fifteen years, into partnership, under the firm name and style of Edward M. Teall & Co. The companies which Mr. Teall represented at the time of the fire paid about two and a half million dollars through his agency; and the companies he now represents aggregate a capital of about three million dollars. Mr. Teall was born in Albany, N. Y., in 1839, and came to Chicago on March 4, 1857. He was editor, merchant, civil engineer, and railroad builder, engaging in those professions until he entered the insurance business. He is also a member of the Underwriters' Exchange, and was president of that body in 1883 and 1884. The companies now represented by the firm of E. M. Teall & Co. are the Westchester Fire, of New York; Citizens', of St. Louis; Long Island, of New York; Montauk Fire, of New York; and Star Fire, of New York.

GEORGE W. MONTGOMERY came to Chicago in the fall of 1859, and commenced his business career in the ensuing year as bookkeeper in the wholesale drug-house of J. H. Reed & Co., with whom he remained for two years, after which he was with A. E. Kent & Co., packers. In 1862, he enlisted in the Chicago Mercantile Battery, and served therewith until during the siege of Vicksburg, when the exposure and hard usage at that memorable military event made him severely sick. From the effects of this sickness he was incapacitated for business for a year—having been discharged from the army by reason thereof, about six months after his enlistment. After recovering he was in the employment of George Schneider, collector of internal revenue, as cashier, where he remained for nine months. He then became identified with the dry goods firm of D. H. King & Co., as representative of A. E. Kent & Co., who were largely interested with the firm of King & Co. He remained with them until they closed out business in 1866-67. In 1868, he went into the insurance business in partnership with Oscar W. Barrett, under the firm name of O. W. Barrett & Co., which partnership continued until the commencement of 1873, when he went into partnership with A. Williams, under the firm name of Williams & Montgomery. This firm continued for about one year, after which Mr. Montgomery transacted business on his individual account. The present firm of George W. Montgomery & Co. was formed in 1881, by the admission of W. C. Magill to the business. This firm represent the American Insurance Company, of Newark, N. J., capital, \$600,000; surplus, \$1,433,406; assets, \$1,663,840; the Exchange Fire Insurance Company, of New York, capital, \$500,000; surplus, \$1,231,992; assets, \$1,383,228; the Sterling Fire Insurance Company, of New York, capital, \$350,000; surplus, \$374,624; assets, \$446,431; the Germania Insurance Company, of Newark, capital, \$200,000; surplus, \$204,316; assets, \$248,869; also the Lloyd's Plate Glass Insurance Company, of New York. The figures given are those of date, January 1, 1884. The American has been represented by Mr. Montgomery since 1873, and he was its first agent. Mr. Montgomery is a native of Genesee County, N. Y., and came to Chicago at the age of seventeen years.

On February 19, 1852, the American Insurance Company, of Freeport, now of Chicago—formerly the Putnam County Mutual—was chartered; and the American Exchange of New York, this year appointed Mills Olcott, its first representative here. Wiley M. Egan began his experience in marine underwriting in this year. The Citizens', of New York, also appointed its first agent here, H. B. Willmarth.

The officers of the Board of Underwriters for this year were Charles N. Holden, president; T. L. Miller, vice-president; Arthur C. Ducat, secretary and surveyor; and H. B. Willmarth, treasurer.

From a prospectus of the Western World Insurance & Trust Company, it appears that it was chartered in 1853, incorporated in 1859, and that its capital was \$500,000. Its officers were: George H. Hazleton, president; Charles H. Abbott, treasurer; Alfred Edwards, secretary; O. Kendall, George H. Hazleton, Amzi Benedict, L. H. Church and Charles H. Abbott, directors.

WILLIAM E. ROLLO, the head of the insurance firm of William E. Rollo & Son, is one of the pioneer insurance men of Chicago, and a thorough representative of its unparalleled business men in every branch of trade. He is a native-born Yankee, but is descended from a Scotch family of excellent repute, who trace their lineage in a direct line, back through sundry great names, to that of William Rollo, better known, in early English history, as William the Conqueror, also "Lord Robert Rollo, the Pirate," who saddled himself and his heirs on the English peasantry in a very unpleasant way for some eighty-eight years. His energy,

however, and his habit of success, seem to have survived in his descendants, to the present day, whatever we may say of his practical tendencies. The William Egbert Rollo of whom we write, was born in the Parish of Gilead, Town of Hebron, Tolland Co., Conn., January 3, 1824; was educated in East Windsor and East Hartford, same State; and entered upon the business of insurance in 1840—about the first business of any importance he ever did—and has stuck to it ever since. About 1852, he located in Columbus, Ohio, and superintended the interests of the Hartford Fire, the Springfield Fire and Marine, and other fire insurance companies, and also the Connecticut Mutual Life. About 1858, he became general agent for the Girard Fire and Marine Insurance Company, and, in 1859, established agencies for it in Chicago and other western cities. In 1861, he came here to reside permanently as the manager of its Western Department. In 1863, he organized

the Merchants' Insurance Company of Chicago, whose day was remarkable in its brilliant morning, its successful noon and tragic night, ending its brief existence in the smoke and flame of the great fire. Besides its other successful achievements, it re-insured the risks of the Packers' and Provision-Dealers' Insurance Company and those of the Traders', and closed up the affairs of those companies most satisfactorily, paying back a profit to the stockholders. In May, 1872, Mr. Rollo resurrected the Traders', and put it on its feet, with a capital of half a million dollars, invested in registered Government bonds. In addition to his other onerous duties, he successfully managed its affairs for two years, when he passed it into other hands, on account of his failing health. He has, however, retained the management of the Girard and other companies, and is still in active business management of all his affairs. In October, 1845, Mr. Rollo married Miss Jane T. Fuller, daughter of General Asa Fuller, of Ellington, Conn., by whom he has had three children.—Jennie Sybil, Evelyn L. and William F. Rollo, now his partner in the business.

The Directory of 1860 designates the following as insurance agents: John P. Ackley & Co., S. T. Atwater, Cyrus Bentley, Thomas Buckley, H. A. Clark, John C. Dodge, L. C. Ellsworth, Gibson & Caryl, Hall & Rounds, S. C. Higginson, F. A. Hoffman, C. N. Holden, Hubbard & Hunt, Hunt & Higginson, O. B. Keith, John H. Kinzie, N. H. Knapp & Co., W. B. Lounsbury & Co., H. G. Litchfield, B. W. Phillips, T. L. Miller, L. D. Olmsted & Co., Phillips & Van Wagenen, Ernst Prussing, T. G. Van Buren, T. W. Wadsworth, O. Willard, Julius White, H. B. Willmarth, and J. A. Wright, adjuster.

THE HOME LIFE INSURANCE COMPANY, of NEW YORK, established its first agency in Chicago in 1860. It is now represented in this city by Edgar H. Kellogg, superintendent of agencies, who has been connected with this company for the past twenty-two years—ten years as agent, and twelve years in the position he now holds. The company is one of the most stable represented in this city, as manifested by their statement of May 1, 1884, which tabulated their assets at \$5,476,795.76, and their surplus at \$1,508,389.14. The experience and capability of the gentleman, who has been with this company so long, have had a marked influence, beneficially, upon the business of the company, for the efficiency of such representatives, the company is considerably indebted for its eminent success. Mr. Kellogg has always been an advocate of a large surplus, believing that strength is of paramount consideration, and this policy has been carried out by the Home, with which he has so long been connected, so that its rate of surplus is forty per cent., being the highest of any life insurance company in this country. Mr. Kellogg was born in New Hartford, 11thfield Co., Conn., April 17, 1833, and is the son of Seth H. and Electa S. (Washburn) Kellogg. In 1839, his father and mother, with a family of three children, accompanied by five brothers of his father and by grandparents of both his father and mother, moved into the wilds of Racine County, Wis., and all became farmers except one who went to Milwaukee, and spent many years in the employ of the first railroad built out of that city, and drove the piles for building the bridge over the lakes at Madison, Wis., where he caught cold and died from its effects.

His father was the youngest child of his father's family, and died at sixty-five years of age. The other five brothers lived to a ripe old age. Luman, the oldest brother, died in 1882, aged ninety-six; Chauncey, next to Luman, died at Neenah, Wis., the 1st of February, 1885, aged ninety-five, and was the last of the six brothers. His mother was the daughter of Rev. Ebenezer Washburn, who was for a long time pastor of the old John Street Methodist Church, the first Methodist Church founded in this country, and where the Wesleys preached on their visit to America: His mother inherited a literary and poetic talent from her father, and was the author of many pieces of poetry. The most celebrated of these was the one entitled "The Bible in Modern Languages," published in the Ladies Repository in 1868. His mother died at the age of sixty-three years, while her father, Rev. E. Washburn, died at his home in Racine County, Wis., in 1859, at eighty-four years of age. After Mr. Kellogg had finished his education at Janesville Academy, he was married, in Albion, Orleans Co., N. Y., to Caroline E. Bailey, in 1857, and then followed merchandizing in Kenosha, Wis., where he was burned out at the time of the great fire which consumed that city in 1860. Here the accumulations of the first three years of his business life were destroyed. He did not despair, but with manly courage determined to restore his lost fortune. The next day he went to Milwaukee, and visited his cousin, A. W. Kellogg, who, the year before, had organized the Northwestern Mutual Life Insurance Company, and was its secretary. In their conversation, his cousin made this remark, "You can sell goods equal to any man, and you can sell life insurance," and asked him what he would take for his time for a year. His reply was \$1.50 per day and ten per cent commission. After a moment's consultation with S. S. Daggett, president of the company, his cousin replied, "You may consider yourself engaged." He went home to Kenosha, began canvassing in Racine and Kenosha counties, and in ten months he had sent to the company two hundred and fifty applications, upon which two hundred and thirty policies were issued and delivered. At the expiration of this engagement he went to New York City, and made a contract with the Home Life of that city for the general agency of the Northwestern States. This he continued for ten years, and by his personal solicitations built up a large business. He removed to Milwaukee in 1865, making his home there until 1874, when he came to Chicago. This was in consequence of the growing necessity for a man to control the interests of the "Home" in this city whose business ability and comprehensive knowledge of insurance would be sufficient to present that company here amid the vast commercial interests that are centered in Chicago; and to fill this need, Mr. Kellogg was sent and retained. At the close of the ten years he was promoted to the superintendency of agencies. He has two children—Edgar B., who is associated with him in business, and a daughter, Maybell. He is a member of the Masonic Fraternity, being connected with Kenosha (Wis.) Lodge, No. 47, A. F. & A. M.; Kenosha Chapter, No. 3, R. A. M.; and Oriental Consistory, 32°, S. P. R. S. He is also a vestryman in Bishop Fallows' Church, the Bishop having officiated at the funeral of his father and mother and two of his children.

In 1861, the Chicago Mutual Life Insurance Company was organized, with a capital of \$100,000, and its main office was established at Nos. 128 and 130 Lake Street.* The following were its officers: Haines H. Magie, president; Thomas Church, vice-president; L. C. Paine Freer, Nelson Tuttle, Orrington Lunt, Peter Page, Thomas Church, C. B. Hosmer, John V. Farwell, P. L. Yoe and Solomon A. Smith, directors. On February 22, 1861, the Home Mutual Fire Insurance Company was organized, with headquarters at the northeast corner of Dearborn and Madison streets. The officers were—James H. Woodworth, president; William W. Boyington, vice-president; Alonzo Cutter, secretary; Matthew Laffin, treasurer; A. H. Campbell, agent; and James H. Woodworth, E. W. Blatchford, John V. Farwell, Van H. Higgins, Matthew Laffin, E. G. Hall, Charles W. Cook, Alonzo Cutter, Thomas B. Bryan, William W. Boyington, Edward Hempstead, Charles Follansbee, directors. This company was subsequently the Chicago Fire Insurance Company. The Commercial Insurance Company was chartered this year, but was not organized until 1865. It then established its headquarters at No. 46 LaSalle Street, and had a capi-

tal of \$300,000, with the following officers: J. C. Dore, president; I. R. Diller, vice-president; J. Farmer, secretary; and William V. Kay, Harmon Spruance, L. B. Sidway, D. S. Smith, E. F. Lawrence, S. S. Williamson, and T. H. Seymour, directors. The Merchants' Insurance Company was also chartered this year, and had the following officers: William E. Doggett, president; Solomon A. Smith, treasurer; William E. Rollo, secretary and George Armour, William E. Doggett, H. W. Hinsdale, William McKindley, Solomon A. Smith, H. A. Hurlburt, H. W. King, L. D. Norton and John Tyrrell, directors. There were also chartered the Equitable Fire, Fort Dearborn, Illinois Life and Inland Companies. The Union Insurance and Trust Company was organized in this year, and established an office at Room 2, Loomis Building, No. 48 Clark Street, with a capital of \$200,000. Its officers were: Benjamin Lombard, president; Van H. Higgins, vice president; B. F. Johnson, secretary; Francis A. Hoffman, treasurer. The directors were—Benjamin Lombard, Matthew Bolles, Daniel Sharp, James W. Stone, Levi F. Stevens, Van H. Higgins, Francis A. Hoffman, George W. Gage, M. D. Gilman, John V. Farwell, Francis B. Peabody, Thomas Harless, J. Q. Hoyt, Isaac G. Lombard, D. L. Phillips, Elvis Harwood, Josiah Lombard, Charles Chandler, Oliver Whitaker and Marshall Ayres.

On February 22, 1861, an act was approved, whereby a body politic and corporate was created, having for its name "The Chicago Board of Underwriters," and such board was decreed to consist of

"the following and their associates, now composing the Chicago Board of Underwriters: T. L. Miller, Julius White, H. B. Willmarth, C. N. Holden, S. T. Atwater, B. W. Phillips, S. C. Higginson, Alfred James."

This organization has since been continued; and although the Board occasionally ceased to exercise its supervisory and regulative prerogatives, the secretary exercised the functions devolving upon him and retained the corporate existence of the board. The first secretary was Arthur C. Ducat, and Alfred Wright was assistant secretary and surveyor. Mr. Wright succeeded to the secretaryship about 1864 or 1865,* and retained it until February 1, 1882, when Thomas A. Vowden succeeded him, having occupied the position of assistant secretary for twelve years.

HENRY H. BROWN came to Chicago in 1862. He was born in Bridgewater, Oneida Co., N. Y., in 1832, and his parents deciding to migrate to the West he came with them, in 1839, to Chicago, shortly thereafter settling in Peru, LaSalle Co., Ill. There he received his education, and acquired a knowledge of the science and practice of civil engineering so successfully, that he subsequently filled the positions of deputy county surveyor of LaSalle County and of city engineer of Peru, besides filling many positions upon various railroads. In 1855, he embarked in the insurance business, representing the *Ætna*, Phoenix and North American companies of Hartford, Conn., also other companies. During the years 1857-58, Mr. Brown's talent for insurance received recognition by his receiving the appointment of special agent for the *Ætna*. In 1862, Mr. Brown came to Chicago, and became connected with the insurance agency of L. D. Olmsted & Co., for about one year, after which he was secretary for four years. In 1866, he resigned his position with the Garden City, in order to establish an insurance agency of his own. This he did, representing the Commerce, of Albany, Hope, of Providence, and Buckeye, of Cleveland. At the time of the fire, his agency comprised the Phoenix, of Hartford, the Commerce, of Albany, the Sun, of Cleveland, and the Hope, of Providence, and paid through his agency about \$1,800,000 of losses consequent upon the fire of 1871. He now represents the Northern, of Aberdeen and London, Glens Falls, of Glens Falls, N. Y., and California, of San Francisco, the aggregate assets of which companies are about nine million dollars. Mr. Brown, throughout his whole connection with the insurance business, has been distinguished by clear sighted decision, promptitude of action and strict integrity; hence it is no marvel that at every place he has instituted a business.

* Thomas A. Vowden, the secretary of the Board, furnished these particulars.

* The aged and honored of these various home companies can be giving the names of the companies, and the gentlemen who were connected with them. Companies appear to be believers in the maxim "Let the dead past bury its dead."

ness establishment and has rapidly built up a strong trade, and has always been associated with the strongest and most reliable companies. In person he is tall and imposing, in manner deliberate and decisive, and in business transactions his word is his bond.

Mr. Teall also opened a local office in 1862.

In 1863, the State Insurance Company, of Chicago, was incorporated, and Jefferson Farmer, S. F. Requa and George F. Bissell entered the insurance business in this city. In this year the Mutual Security Insurance Company had its office at Room 5, Marine Bank Building, with a capital of \$300,000, and the following officers: Ezra B. McCagg, president; Benjamin W. Raymond, vice-president; Isaac Wells, secretary John Forsyth, treasurer. The directors were—Ezra B. McCagg, William H. Brown, Benjamin V. Page, Chauncey T. Bowen, John Sears, John Forsyth, Benjamin W. Raymond, Hugh T. Dickey, Mark Skinner, Alexander Officer, Amos T. Hall, D. J. Ely, Abraham Kohn, J. E. Morse, Mahlon D. Ogden, Isaac Wells, James Marks, Norman Williams, Jr., William H. Bradley, E. C. Larned, Mark Kimball, William Cross, J. M. Underwood, J. Y. Scammon and Gilbert Hubbard.

In this year the insurance business first gained prominence, as before this year the companies represented had been doing business in a quiet, serene manner, receiving premiums and liquidating policies, but making no especial efforts to write risks.

THEO. B. WILCOX was born in May, 1836, in Chester, Mass., but was educated in Chicago, and in 1850 commenced his business experiences with the firm of L. D. Olmsted & Co., dry-goods merchants, with whom he remained for three years. He then went to Muskegon, Mich., as clerk in a dry-goods house, where he only remained for two months, and then followed various mercantile pursuits, among others being clerk for the lumber firm of T. Newell & Co. In 1860, he went to Colorado, where he remained four months. He returned to Muskegon, Mich., where he engaged in the lumber business, and, in 1864, established an insurance agency under the firm name of T. B. Wilcox & Co.,—the company being S. N. Wilcox—and which agency wrote fire, life and accident policies. In 1876, Mr. Wilcox came to Chicago and established the agency here where he now represents the Agricultural, of Watertown, N. Y., the New Hampshire, of Manchester, N. H., and the German Fire, of Peoria, Ill. Since 1872, Mr. Wilcox has been a member of the Chicago Board of Trade and engaged in the commission business; the commission firm being Wilcox & Farvid, and comprising T. B. Wilcox and J. A. Farvid.

THOMAS SEPTIMUS CHARD came to Chicago in 1864. He was born on August 15, 1844, in Buffalo, N. Y., the son of William and Mary Chard. While but ten years old, he lost his parents, and the deprivation caused him to seek comfort in literature, poetry and study. In 1855, he entered the High School in Canton, Ohio; in 1856 and 1857, he attended school at Buffalo, and in 1858-59, he was a pupil at a classical academy in Clarence, N. Y., and at all these places his natural talents were aided and made fruitful by the love he bore for his studies. His health failing, however, he was compelled to forego the collegiate course he was so desirous of pursuing, and he consequently returned to Buffalo, N. Y., and sought commercial employment. This he pursued, in the banking and transportation business, until the spring of 1864, when he came to Chicago and entered the office of F. A. Howe, Jr., at the solicitation of that gentleman. For three years he filled miscellaneous clerical positions until 1867, when he entered the office of the Lumbermen's Insurance Company, remaining therewith until 1870, when he accepted the appointment of special agent for the Western States of the Firemen's Fund and Union Insurance companies, of California. In 1872, the Firemen's Fund established an independent western department, with headquarters in Chicago, and placed Mr. Chard as manager, in charge of that department, he then being only in his twenty-seventh year. In 1876, the Firemen's Fund closed its New York department, and placed all of its Eastern interests in the management of Mr. Chard. In September, 1880, he was made manager for the Union Insurance Company, and at present has the management of the two companies specified. In his appointment to these important positions, Mr. Chard has only received his due meed of recognition; he is a thorough, practical and theoretical insurance man, and the problems and axioms of insurance are to him pleasurable studies. He has occupied important positions in the national councils of underwriters, and is constantly on the alert for the adoption of such measures as will dignify his profession. On October 7, 1871, Mr. Chard was in Louisville, and, hearing of the

fire of that evening, he hastened to this city, only to learn of its semi-demolition. Knowing the companies that he represented, however, he assured the policy-holders that their losses would be paid in full without delay. This statement was subsequently corroborated by the action of those companies, which paid in full over a million dollars of fire losses consequent upon the Chicago fire. In 1875, Mr. Chard made the tour through the western country and the Yosemite. In 1876, he lost his first wife, the daughter of Cromwell Chase, of Galena, Ill. On October 4, 1877, he married Adeline Peabody Whitney, at Waltham, Mass. In 1880, he again visited California, and in 1882, accompanied by Mrs. Chard, he visited his ancestral home in England and made the tour of France, Switzerland and Germany. In addition to the reputation Mr. Chard has acquired in the prosecution of the insurance business, and the esteem wherein he is held by his hosts of social friends, he has graduated as a litterateur of no mean pretensions, having written two volumes of poems, one in 1869, and one in 1874, the latter being entitled "Across the Sea," both of which have received eulogiums for their poetic and intellectual merit.

W. G. FERGUSON also became a resident of Chicago in this year. He now is agent for the Lancashire Insurance Company, of Manchester, England, which was established in 1852, and has since done a large and successful business at home and abroad. This company ranks among the leading insurance companies of England, financially and otherwise. The assets in the United States are one million five hundred thousand dollars, of which one million three hundred and sixty thousand dollars are in United States bonds, and the annual receipts in the United States exceed one million per annum. The general manager in England is George Stewart. Edward Litchfield, New York, is United States manager; George Pritchard, sub-manager; and W. G. Ferguson, manager of the Western Department. W. G. Ferguson commenced his insurance career in Rockford, Winnebago Co., Ill., as local agent, in 1862, and two years later became special agent and adjuster for the Security, of New York, under J. R. Payson, retaining that position until the dissolution of the company after the great fire, when he devoted some time to closing up its affairs. In 1873, he was appointed special agent and adjuster for the Lancashire Insurance Company, his territory being the Western and Southern States; and, in 1877, he was assigned to the management of the Western Branch, which in that year was first established. His territory embraces the following States: Arkansas, Colorado, Illinois, Michigan, Iowa, Minnesota, Missouri, Nebraska, Wisconsin, and the Territories east of the Rocky Mountains.

In 1865, the agents appear to have been Samuel T. Atwater, George Baker & Co., Charles E. Brown, Henry H. Brown, A. H. Campbell, John Dorchester, F. P. Fisher, Robert Greer, L. C. Hall, F. A. Hoffman, C. N. Holden, Holmes Brothers, Hubbard & Hunt, Alfred James, R. H. Jordan & Co., E. J. Kelley, Julius Korschall, Miller & Willmarth, Moore & Stevens, J. K. Murphy, Mills Olcott, J. R. Payson, B. W. Phillips, T. F. Phillips, Robert Reid, E. E. Ryan, W. E. Rollo, E. M. Teall and R. D. VanWagenen. In this year George C. Clarke commenced his insurance experience.

The John Hancock Mutual Life Insurance Company, of Boston, Mass., this year established an agency in Chicago, and since that date has been successfully represented here. Its present representative, and one who has held the position of general agent for the State of Illinois for a number of years, is General August L. Chetlain.

ROCKWOOD W. HOSMER is a native of Concord, Mass., and commenced his insurance experience in Boston, in 1861, and came from that city to Chicago in 1865, and entered into business with I. F. Dobson & Co., who, in that year, established an agency in Chicago, and from whose office some of the foremost insurance men of the city have graduated. In 1868, Mr. Hosmer was appointed agent of the City Fire Insurance Company, of Hartford, Conn., associating with him, in 1875, J. W. Hosmer, when the firm name became R. W. Hosmer & Co., and has remained the same since that date. The fire losses paid by Mr. Hosmer, consequent upon the fire of 1871, were about two million dollars. The firm at present represents the Norwich Union, of England, the Lion, of London, and the American and the Mercantile, of Boston. The assets of these companies, in the United States, aggregate \$3,000,000, and the surplus over \$2,000,000, as per statement of January 1, 1884. Mr. Hosmer was vice-president of the Chicago Board of Underwriters for the years 1882-83, and was elected president in January, 1884.

GEORGE C. CLARKE is one of the leading insurance men of

Chicago, and dates his experience of the business from 1865, when he was general agent for the National Life Insurance Company, of Vermont. Shortly afterward he entered the house of I. F. Dobson & Co.; this firm Mr. Clarke succeeded in 1890. The present firm of George C. Clarke & Co. comprises George C. Clarke, S. A. Harvey and Herbert Darlington. Mr. Clarke was born on September 26, 1835, in Boston, Mass. He received his early education at the common school, and entering Amherst College in 1854, at the age of sixteen, graduating therefrom, with good rank, in 1855, when not yet twenty years of age. After graduating he came to Chicago, where he taught in the high school for six years. He was elected to the Latin professorship in the University of Chicago in 1864, in September of which year he commenced the performance of the duties of the professorship. In 1864-65, he resigned his professorship, and accepted the appointment of general agent of the National Life Insurance Company, of Vermont. He built up a good business for that company, but, preferring the fire and marine branches of insurance, he resigned that position and entered the office of Messrs. Dobson & Co. He was elected president of the Chicago Board of Underwriters in 1872, retaining it until January, 1875, through the portion of the Board's career most flecked with mutation, the last year being the year wherein occurred the fire of July 14 and the notable "withdrawal of insurance companies" from Chicago. In 1866, the Common Council elected him a member of the Board of Education, wherein he served three years; during the first year he was chairman of the high school committees, the second year he was vice-president of the board. In 1870, the elegant school-building on Ashland Avenue was erected, and christened The Clarke School, in his honor. In 1869, Mr. Clarke was made a member of the civic Board of Education, which office he held for three years. In 1864, Mr. Clarke was married to Miss Hettie, only daughter of Dr. John W. Eldredge, who, at the time of his death, was one of the oldest of Chicago's physicians.

THE TRADERS' INSURANCE COMPANY was organized in 1865, with the following directors: Clinton Briggs, H. McLennan, H. W. Hinsdale, B. P. Hutchinson, David Krieh, E. Hempstead, H. A. Hurlbut, John B. Lyon and James W. Odell. Its officers were Clinton Briggs, president; David Krieh, vice-president; and Samuel T. Atwater, secretary. In 1870, the company retired from business, re-insuring its risks and re-paying its stockholders thirty-five per cent. In April, 1872, a number of the prominent business men of Chicago procured a charter and re-organized the company, since which time its growth has been steady and augmentative, as the following table will exhibit:

YEARS.	Net Surplus.	Gross Assets.
1872	\$ 8,438 59	\$ 586,039 18
1873	125,940 51	746,109 25
1874	92,542 96	727,963 95
1875	164,507 15	812,929 13
1876	178,950 62	824,359 13
1877	138,242 05	812,321 43
1878	166,239 38	822,736 20
1879	131,416 81	851,183 11
1880	234,057 20	942,013 16
1881	263,566 66	1,031,598 17
1882	339,696 44	1,057,217 33
1883	361,831 05	1,165,378 10

The board of directors is composed of the following gentlemen: Ebenezer Buckingham, S. H. McCrea, J. F. Gillette, William G. Hibbard, Elias T. Watkins, Ira S. Younglove, C. L. Hutchinson, C. Comstock and R. J. Smith. The officers are Ebenezer Buckingham, president; S. H. McCrea, vice-president; Robert J. Smith, secretary, and S. A. Rothermel, assistant secretary. The present secretary, R. J. Smith, was placed in charge of the business of the company in July, 1874; and, notwithstanding the company lost nearly \$100,000 in the second great Chicago fire, during the same month, and had to encounter many other apparently insurmountable difficulties, which hovered around it to impede its progress, he has made such a record that he and his thousands of friends, in and out of the business, may well point to it with pride. It has taken hard, persistent and patient work, but Mr. Smith has had the advantage of twenty years' experience in the business, a sound physical health and able assistants.

JOSEPH J. SMITH was born July 12, 1836, near the city of Decatur, St. Clair Co., Ill. He was reared on a farm, and attended the common school until his fifteenth year, and then he entered the University of Alton, Ill., for one term. He was intended to be a lawyer, but, finding his studies further, and taught school for the purpose of procuring means wherewith to gratify his educational desires. As his plans were being frustrated, he entered a counting-house, and becoming intent upon business pursuits, resigned

his intention of taking a collegiate course. He then took an active part in local politics, and when quite young was elected town treasurer, justice of the peace, and subsequently was appointed postmaster. In 1860, he was given the agency of the Aetna Insurance Company, of Hartford, a short time after receiving which he removed to Springfield, where he acted as State and local agent until 1867. During that year he accepted the general agency of the Putnam Insurance Company, of Hartford, Conn., and removed to Chicago. This position he retained until the fire of 1871, shortly after which he was appointed superintendent of agencies for the North British and Mercantile Insurance Company, of England, for four Western states. He was next appointed general agent of the New Orleans Insurance Association, of New Orleans, for the Northwestern States, and still acts in that capacity. He was likewise supervisory agent of the National Board of Fire Underwriters, and, during 1873 and 1874, was president of the Northwestern Association of Underwriters, and, in July of the latter year, was elected to his present position, and in 1876 was president of the International Board of Marine Underwriters. In 1858, Mr. Smith married Miss Susan O. Barker, of Monroe County, Ill. They have the following children living—Bertha B. Smith, Robert Earl Smith and Irma Louis Smith. In conclusion, it may be remarked, that in Mr. Smith the young men of our city find an example of what may be achieved by steady industry and unswerving application to business. With no aid but his own energy, no sponsor but his own integrity and perseverance, he has arisen from a farmer's boy to the management of a prominent insurance company, and has achieved a reputation without a stain, though only forty-eight years of age. He is not alone a typical Chicagoan, but a typical specimen of the infallible result of perseverance, integrity, honesty and industry.

The Equitable Insurance Company had the following officers this year: John V. Farwell, president; George S. Bowen, vice-president; B. W. Phillips, secretary; William Phillips, assistant secretary; and its directors were E. G. Hall, W. G. Lewis, H. D. Colvin, I. Y. Munn, John B. Drake, George F. Rumsey and F. Crumbaugh. Its habitat was at the southwest corner of Randolph and LaSalle streets, and its capital is \$200,000. The Lumbermen's Insurance Company was chartered in 1865, with an authorized capital of \$1,000,000, a paid-up capital of \$300,000. Its office was at No. 70 LaSalle Street. H. G. Powers was president; T. M. Avery, vice-president; Thomas Goodman, secretary; and its directors were H. Y. Powers, Thomas M. Avery, S. G. D. Howard, William T. Allen, Nathan Mears, Charles B. Sawyer, Nelson Ludington, Seneca D. Kimbark, Jesse Spalding, William B. Phillips and Martin Ryerson. The Packers' and Provision-Dealers' Insurance Company was also incorporated this year. Its main office was at No. 182 South Water Street, its capital \$500,000, and its officers Daniel A. Jones, president; R. M. Hough, vice-president; V. A. Turpin, secretary; directors, Daniel A. Jones, R. M. Hough, V. A. Turpin, John L. Hancock, Hugh McLennan, P. L. Underwood, Gilbert Hubbard, R. S. King, and L. D. Norton. The Provident Life Insurance and Investment Company was incorporated in 1865, and established its office at No. 157 Randolph Street. Its capital was \$1,000,000; its officers C. G. Hammond, president; Ira Y. Munn, vice-president; C. Holland, secretary; C. D. Palmer, general ticket agent; and its directors were C. G. Hammond, G. F. Harding, James C. Fargo, T. B. Blackstone, Perry H. Smith, Ira Y. Munn, Frederick H. Winston, H. E. Sargent, C. J. Gilbert, and John F. Tracey. The Travelers' Insurance Company, chartered this year, had an authorized capital of \$500,000; a paid-up capital of \$100,000; a main office at No. 94 Lake Street; and the following officers: John Tyrrell, president; Charles L. Currier, vice-president; Henry W. King, treasurer; and Orville Page, secretary; Julius H. Currier, the general agent, and W. D. Richardson, the general ticket agent. The directors were John Tyrrell, William E. Doggett, Solomon A. Smith, H. W. King, H. A. Hurlbut, D. W. Page, Charles L. Currier, Julius H. Currier, and

Orville Page. The Northwestern Mutual Life was also incorporated in 1865; its officers were Merrill Ladd, president; Ira Y. Munn, vice-president; P. H. Willard, treasurer, and W. F. Brewster, secretary. The executive committee were Merrill Ladd, C. C. P. Holden, Leonard Swett, Ira Y. Munn, P. H. Willard, C. H. Brower, and Isaac C. Day. The Globe Insurance Company was chartered this year, with an authorized capital of \$1,000,000. Its cash capital was \$200,000, and its office at Room 24 in Nixon's Exchange. Its officers were James H. Bowen, president; George M. Wheeler, vice-president; Ira Holmes, treasurer; John Janes, secretary. The directors were James H. Bowen, George M. Wheeler, J. Irving Pearce, C. M. Henderson, S. C. Griggs, Ira Holmes, and George M. Kimbark. The Republic Insurance Company was chartered in 1865. Its office was established at the corner of LaSalle and Randolph Streets; its capital was \$100,000; and its officers Samuel Hoard, president; W. F. Coolbaugh, treasurer; Oscar W. Barrett, secretary. Its directors were Samuel Hoard, W. F. Coolbaugh, J. V. Farwell, B. W. Phillips, J. H. Ragatz, C. B. Farwell, C. F. W. Junge, William Phillips, and Oscar W. Barrett. The other companies chartered this year were—Ætna Fire, Citizens', Commonwealth, Germania, Great Western Life, Howard, Knickerbocker, Lamar, Mercantile, Mutual Fire, National, National Travelers, Northwestern Protection, Northwestern Travelers, Safety, Stock and Mutual, Travelers' Security, United States, United States Travelers' and Western Phoenix. The companies represented here were—Ætna, of Hartford; Ætna, of New York; Albany City; American, of Providence; Astor, Atlantic, of Providence; Atlantic, of New York; Baltic; Beekman; Buffalo Mutual; City Fire, of Hartford; Charter Oak; Commerce; Connecticut; Corn Exchange; Exchange; Fulton; Goodhue; Girard; Hampden; Hartford; Home, of New York; Insurance Company of North America, of Philadelphia; International; Market; Massasoit; Mercantile; Merchants', of Hartford; Metropolitan; Morris; Narragansett; National, of Boston; New England; North American, of Hartford; Norwich; Park; Peoria; Phenix, of New York; Phoenix, of Hartford; Providence; Washington; Relief; Resolute; St. Nicholas; Security; Springfield; Standard, of New York; Thames; Underwriters' Agency, of New York; * Washington; and Yonkers.

WALLACE A. LOWELL also entered the insurance business at this time. He is one of the old insurance men of Chicago, and unites a clear and comprehensive knowledge of the business to indefatigable perseverance and untiring energy. He first established an agency in 1865, when he represented the following companies: German, of Cleveland; State, of Cleveland; Alemannia, of Cleveland; Merchants', of New York; Armenia, of Pittsburgh—being general agent in the West therefor. These, and other companies of which he was agent at the time of the fire, paid about \$3,500,000 of losses resultant thereupon, besides which Mr. Lowell adjusted some twelve million dollars worth of losses in his office. He now represents the Commercial, of New York; Firemen's, of Chicago; Aurora, of Cincinnati; Fidelity and Casualty, of New York; Home Life, of New York; and Teutonia Fire, of Philadelphia, which companies represent in the aggregate \$8,000,000 capital. Mr. Lowell was also one of the re-organizers of the Western Fire, Marine and Plate Glass Insurance Company, and occupied the position of secretary of that company for two years, until he relinquished it in 1884, to attend to his various agency interests. Mr. Lowell is a native of Janesville, Wis., when he was some seven years old. In that city he received his education, and, when quite a youth, became employed in an insurance office, and also had an agency for a short time.

In 1866, agents commenced to pour into Chicago,

* This agency was composed of the Germania, Hanover, Republic and Niagara Insurance companies, and was so constructed until December, 1873, when the Republic and Niagara withdrew. The Germania and Hanover then constituted the agency until 1874, when they dissolved partnership, and the New York Underwriters' Agency ceased to exist.

and their particularization is needless, except in specific cases.

The firm of MILLER & DREW was inception in 1866, by James R. Miller and Charles W. Drew, but Mr. Miller dying in 1880, the firm name was changed to Charles W. Drew & Co., since which time the business has been maintained under that cognomen. Miller & Drew shared the fate of the majority of Chicago business men, and were burned out in the fire of 1871, losing both their offices and residences, but retaining their grit and energy. On the Thursday after that event they started at the house now numbered 1602 Indiana Avenue, and resumed the insurance business, their books, fortunately, being saved by the vault wherein they were placed. They shortly afterward moved to No. 472 Wabash Avenue, and rented the whole house, living up stairs, and holding their office in the basement. They remained in this state of combined domesticity and business until Bryan Block was completed, and were the first tenants of that block after its erection, being the first insurance men who occupied an office in a building erected after the conflagration. In this office, Charles W. Drew & Co. have built up a business that has surpassed their most sanguine expectations.

THE PENN MUTUAL LIFE INSURANCE COMPANY, OF PHILADELPHIA, is represented in this city by B. P. Hinman, Charles B. Soule and Calvin S. Smith, general agents for the State of Illinois, with State headquarters in Chicago. Many strong indorsements could be culled from the official reports of State commissioners bearing on the management of this company, but it is sufficient to say that, for over one-third of a century, it has justly taken a high rank among the leading companies of America. Its assets, consisting of well-secured mortgages, ground-rents, choice bonds of all descriptions, and real estate, all being securities of unquestionable character, and commanding high rates of interest, amount to nearly ten millions, with a reserve on hand of seven and a half millions. This company has been represented in Chicago since 1866, and has upon its books nearly all of the leading men who have been and are so closely identified with the progress and growth of the city. The growth of this company has been large, especially under its present management. Since its organization they have issued over one hundred and ten million dollars of insurance and have now forty-one million dollars worth in force. Charles B. Soule has been a resident of Chicago since 1878, and the office under his direction ranks next to the New York and Philadelphia offices.

THE FIREMEN'S INSURANCE COMPANY, OF CHICAGO, was organized under the name of the Union Insurance Company, of Decatur, on February 21, 1867. The company was re-organized, and name changed to Firemen's Insurance Company of Chicago, and commenced business in Chicago on April 27, 1876. The company has been very successful since its establishment in this city. Its directors at present are George F. Harding, D. W. Eldred, A. V. Knickerbocker, E. R. Bowen and A. C. Harding; and its officers are George F. Harding, president; D. W. Eldred, vice-president; and John L. Skelton, secretary. The assets of the company on January 1, 1884, were \$169,165.29, and its surplus was \$146,315.05. It may be remarked that the business of this company has been steadily growing since 1876, and that, although it confines its business to Chicago, within that limit, its transactions are large, prosperous and favorable to both the company, and the policy-holders, equity and liberality characterizing its actions. John L. Skelton, the secretary of this company, came to Chicago in 1855, at the age of eleven years, and, in 1863, became an employe of the Chicago, Rock Island & Pacific Railroad Company as telegrapher and book-keeper, with which company he remained for some six years. Mr. Skelton then accepted a position with the Chicago Firemen's Insurance Company, which company was made utterly bankrupt by the Chicago fire of 1871. In 1876, Mr. Skelton was appointed secretary of the present company. He is a native of Halifax, Yorkshire, England. He is an active member of the Chicago Academy of Sciences, and a charter member of the State Natural History Society of Illinois.

In 1867, the following companies were chartered: Ætna, American Mutual Health, Burglary, German Mutual Life, Empire Mutual Life, Home, Shippers', Vesuvius and Western Railroad.

UNION CENTRAL LIFE INSURANCE COMPANY, OF CINCINNATI, established its Chicago agency in 1867, with Solon M. Elroy as general agent. Upon his demise in 1881, R. H. Eddy came from Leavenworth, Kan. He has been superintendent of the company since 1877, which position his nineteen years of experience in the insurance business amply qualify him to fill; and his tact, courtesy and general business acumen have proven invaluable in the conduct of the office and the accretion of the company's business. Four years since (1880), this company stood at the bottom of the insurance

list as regards the number of policies; last year (1883), it ranked fourth on the list, and the business for 1883 was twenty-five per cent. above that for 1882. The net assets on January 1, 1884, were \$2,010,460.09, and the gross surplus as regards policy-holders on a four per cent. basis was \$304,402.55.

W. B. CORNELL, superintendent of agencies and manager of the Western Department of the North British and Mercantile Insurance Company, began the business of insurance in Minneapolis, Minn., in 1859, leaving there in 1864, to enter the general agency of the Hartford, under the management of George F. Bissell, where he remained until 1868, when he was appointed special agent of the Aetna for Tennessee and other Southern States, and took up his residence at Nashville, Tenn. He remained there three years, when he became connected with the North British, and removed to Cincinnati, taking charge of their then Central Department. In 1875, their present Western Department, with headquarters at Chicago, was formed, and he became associate superintendent, remaining such until 1878, when he became sole superintendent, and has held that position ever since. In 1882, Mr. Cornell was elected president of the Fire Underwriters' Association of the Northwest.

WILLIAM J. HEMSTREET was born in Lyons, Wayne Co., N. Y., in 1833. At the age of sixteen, he became a sailor, and "ploughed the raging main" for two years, but finding no particular profit in this vocation, he abandoned it, and, when eighteen years of age, commenced to learn the trade of machinist, at Lockport. He served an apprenticeship of five years at this trade, completing it at Buffalo, N. Y. In 1857, he commenced farming in Genesee County, N. Y., and there remained until the outbreak of the War. When this occurred he was influential in enlisting some forty men in Co. "G," 104th New York Volunteer Infantry—he also enlisting in the same company—and, at the organization of the company, was elected and mustered in as second lieutenant. He remained therewith until 1862, when domestic afflictions necessitated his resignation. He resigned, sold out his farm and removed to Buffalo, N. Y., where he engaged in trade, until March, 1864, when he recruited a number of men, and was appointed first lieutenant of Co. "G," 179th New York Volunteer Infantry. He remained with this regiment until he was mustered out, in May, 1865, at the close of the War. In July, 1865, he came to Chicago, and was employed at his trade of machinist, but decided to go into the insurance business, and established himself as a broker in 1867, since which date he has been continuously in the business. He now represents, as local agent, the Agricultural, of Watertown, N. Y.; the German, of Peoria, Ill.; and the New Hampshire, of Manchester, N. H. Many of Mr. Hemstreet's customers, whom he procured on first going into business, he still retains—mementoes of a business confidence engendered by seventeen years of association. Mr. Hemstreet is a member of the General George H. Thomas Post, No. 5, G. A. R., and of the Union Veteran Club. He was also made a Mason, in 1873, and is a member of Cleveland Lodge, No. 211, A. F. & A. M.; Washington Chapter, No. 43, R. A. M.; Siloam Council, No. 53, R. S. M.; Chicago Commandery, No. 19, K. T.; Van Rensselaer Lodge of Perfection, 14th; Chicago Council of Princes of Jerusalem, 16th; Gourgass Chapter, Knights of R. C. de H., 18th; and Oriental Sovereign Consistory, S. P. R. S., 32nd. He is also a member of the military order of the Loyal Legion and of the Builders' and Traders' Exchange.

In 1868, there appear to have been nineteen Chicago companies, of which fifteen were fire, three life and one accident and life. There were forty agents of fire companies, also a total of forty life insurance companies, two live-stock companies, one railroad accident, one steam-boiler and three general accident companies.

"Of the Chicago companies," says Mr. Colbert, "one dates from 1853, and was re-organized in 1864; four organized in 1855, one organized in 1859, one organized in 1861, three organized in 1865, four organized in 1865, four organized in 1866, and one organized in 1868; the aggregate capital is about \$8,000,000 and the aggregate rate in life is about 2 1/4 per cent."

The Directory of that year, however, gives twenty-one home companies, as follows: Chicago Firemen's, Commercial, Garden City, Germania, Home Mutual, Illinois Mutual, Home, International Life, Equitable, Lumbermen's, Mercantile Mutual, Merchants' Mutual, Security, Republic, Traders', National, State, Chicago Life, Provident Life and Investment, Stock and Mutual, Mutual Life.

On March 11, 1869, the insurance law was passed, making examinations of each company doing business

in the State a part of the duty of the State auditor,* and since that date annual insurance reports have been compiled and published under the auspices of that official. In 1869, the following companies were chartered: Armour Life, Chicago Mutual Health and Life Association, Chicago and Yeddo Insurance and Tea Company, Hibernian, Illinois Mutual Life, Laboring Man's Life, Mechanics', Mechanics' and Traders', Merchants' Union, North Western German Mutual Fire, Republic Life, Safety Deposit Life, Teutonia Life, Union Co-operative, Western Fire, Marine and Plate Glass, Western Metropolitan, Woolen Manufacturers' of Northwest, and Yokohama.

JUDGE WILLIAM J. WHALING was born in Stafford County, Virginia, in 1803, and there received his early education, after which he removed to New York City, and terminated his scholastic studies and also commenced the study of law. He speedily became one of the most proficient members of that profession, and became one of the associate justices of the State, in which capacity he served for six years, with marked ability. In 1848 he moved to Milwaukee, and there became president of the Board of Trade, and controlled large iron and lumber interests; he also became the manager for the Aetna and Hartford Insurance companies. In 1868 he removed to Chicago, and immediately became identified with the best interests of the city, and was particularly prominent in the insurance business here, representing the same companies that he had in Milwaukee. On October 8, 1871, he married Mrs. Julia Cone and the next day was a sufferer by the great fire to the extent of all his worldly possessions. His adverse fortune, however, did not deter him from efforts at its recovery, and he accepted the general agency for the South for the Hartford Fire Insurance Company, in which he was eminently successful. On January 9, 1885, he died at Eatonton, Ga., in the 82d year of his age. Of him, a contemporaneous journal thus wrote: "In this bustling and

eager age, with its pursuit of the phantom, wealth, often reserve, the most charming of qualities, is denied us, and often, too, the best inspirations of the soul are trampled in the dust to achieve an ephemeral notoriety and success, among the cunning, the shrewd and unscrupulous. The successful career of this honorable and venerable man appeals to us—not in vain—for the exercise of the finer attributes of our nature, and proves that, in the long run, success, and lasting honor, and satisfaction are best secured when justice, equity and unswerving fidelity to truth and honor are the polar stars of our conduct in life. * * * We linger with regret over the memory of those noble qualities of head and heart, which, without the blazonry of titles and coronet, yet gave the assurance and title among men of the grand old name of gentleman." The Southern Underwriters' Association passed resolutions expressive of their earnest appreciation of the nobility of character of Judge Whaling and their grief at his loss, and the widow received numberless similar expressions of condolence from the Hartford Fire Insurance Company, and from societies and individuals; among them being one from the Fifth Presbyterian Church of this city, wherein occurs the following just tribute to his memory: "In the death of our beloved brother we feel that our Church loses a faithful, consistent and spiritual father and elder, whom we shall sadly miss in his counsels and prayers. His very presence was a constant benediction. God bless his memory to us all. In him was realized the truth, 'The hoary head is a crown of glory if it be found in the way of righteousness.' His gentle courtesy was ever manifest to all with whom he came in contact. He was truly a Christian gentleman. * * * We tender to his wife, left desolate, our deepest sympathy. We bow our heads in submission to the Divine Will, knowing that the lengthening shadows of the evening of life have changed into the eternal morning of beauty and glory."

CHARLES F. SCHUMACHER established a real-estate, loan and insurance agency at No. 266 Blue Island Avenue in 1869, and, in 1881, associated with him his sons, John C. and Charles C., under

* To Charles P. Swigert, State Auditor, the compiler is indebted for much valuable information.

the firm name of Charles F. Schumacher & Sons. This firm do a large business; and the prestige established at the time of the fire of 1871, by Mr. Schumacher, in the payment of all the insurance risks carried by his agency in full, has been maintained by the firm since, to the manifest increase of all classes of their business. They are the agents for the Milwaukee Mechanics' Mutual, and the German, of Freeport, whose combined assets on January 1, 1884, were \$2,500,000, and whose aggregate net surplus on the same date was \$500,000. They are also agents for the New York Underwriters', the Scottish Union, the National, and the California, of San Francisco, insurance companies; and are agents for the following steamship lines: The Hamburg, the Bremen, the Inman, the Cunard, the White Star, the Red Star and the National. Charles F. Schumacher was born in the Dukedom of Mecklenburg-Schwerin, Germany, December 23, 1823, and received a good common-school education. In 1846, being an able seaman, he came from Antwerp to America, landing in New York, where, after a stay of two weeks, he sailed for Liverpool in the ship "Glasgow," with a cargo of flour and turpentine. He then shipped for Mobile, Ala., with salt, and loaded at that point with cotton for Havre de Grace, and from there loaded with passengers for New York City. He left the sea, and came to Chicago, in 1847, soon commencing to sail on the lakes in the summer, and in the winter time worked in the packing-houses, continuing these employments alternately for three years, when he received a severe wound in the hand that incapacitated him for his usual labors, and he then retired from sailing. He was employed in a hardware store for about three years, and then his services were engaged by F. P. Thayer, furniture manufacturer (now Tobey & Company), where he remained for five years. He then began driving an express wagon, and followed this business for three years, when the Pike's Peak excitement broke out, and he went to seek his fortune in the gold fields, but was satisfied with a short experience, and returned in the fall of the same year, again entering Mr. Thayer's employ. In the spring of 1860, he opened a grocery store, remaining in that business until 1869, when he commenced the real-estate, loan and insurance business, and associated his sons with him. He was married in Chicago in 1848, to Miss Catherine Lehn, who died in 1883, leaving six children, and, in 1884, he was married a second time in his native country, at Wisnar, to Miss Meta Lass.

THE WESTERN MANUFACTURERS' MUTUAL INSURANCE COMPANY was incorporated on March 30, 1869, with John Merkl, president; Fritz Karstens, vice-president; Louis Merkl, secretary; Ed. Albert, cashier; and Casper Hahn, Fritz Seiler and August Heidsmith, taxators, as incorporators. This company transacted business until the time of the fire of 1871; subsequent to which, it took up all its policies, settled up all its claims, and was re-organized. Since October, 1880, its business has been strictly that which is implied by its name—Manufacturers' Mutual. Its directors are Jesse Spalding, William H. Turner, Clinton Briggs, P. A. Montgomery, J. S. Esterbrook, George E. Wasey and A. J. Ray; and its officers are Jesse Spalding, president; William H. Turner, vice-president; Clinton Briggs, treasurer; and P. A. Montgomery, secretary. Under the capable and economical management of these gentlemen, the dividends for a number of years past have averaged twenty per cent., and for the past three years, have been over twenty-five per cent. Mr. Montgomery, in addition to the supervision and management of the affairs of the main office of the Western Manufacturers' Mutual Insurance Company, of Chicago, is also general agent for the Western Department of the Mutual Underwriters' Union. P. A. Montgomery has been in the insurance business since 1868, at which time he was agent for the American Insurance Company, Chicago, in the southern part of the State of Wisconsin, for a few months. He was also, for about a year, district agent at Oshkosh, Wis., for the Continental Insurance Company, of New York, and for other companies as special agent. He came to Chicago in 1875, and carried on business as special adjuster until 1876, when he was appointed inspector for the Millers' National Insurance Company, with which he remained until February, 1880, when he was made secretary of the Western Manufacturers' Mutual Insurance Company.

GEO. M. HARVEY & CO.—This agency comprises George M. Harvey and Byron D. West, and was established January 1, 1884, for the Hanover Insurance Company, of New York, and the Citizens' Insurance Company, of the same State. The Hanover has, for twenty years, constituted a part of the "New York Underwriters' Agency"—a strong fire insurance organization, known throughout the country, and established in 1863 by its present general agent, Alexander Stoddard, of New York. Both the Hanover and the Citizens' have been represented in Chicago for a number of years, and have been long and favorably known among the insuring population, their prompt and full payment of all their losses in the great fire of 1871 being in itself a strong, practical evidence of solidity and honest management. The Hanover had, upon January 1, 1884, \$2,658,210.17 assets, and \$777,258.13 net surplus,

and the Citizens', organized in 1830, on the same date, had assets, \$1,041,584.95 net surplus, \$429,936.22. Messrs. Harvey & Co. also represent the Firemen's Insurance Company, of Dayton, Ohio, organized in 1850, which has assets of \$430,112.00 and a net surplus of \$52,474.00, and in which company the shareholders are liable, under the Ohio State constitution, for double the amount of their stock.

GEORGE M. HARVEY, well known as one of Chicago's business men and for over fifteen years identified here with the underwriting business, is a native of Canada, born in the town of Niagara in 1848. His father, James Harvey, was a leading chemist of that place. The son was given an excellent academic education at the Niagara Senior County Grammar School, which instruction, however, he left when fourteen years of age, to engage for a time in mercantile life in Buffalo, N. Y. He remained one year with the firm of Peabody & Co., wholesale druggists, and then became identified with Rounds & Hall, underwriters, in fire and marine insurance; from this dates Mr. Harvey's connection with the business he is now engaged in. He remained five years, with the last mentioned firm, and in 1869 came to Chicago, which city has since been his home, and where he then connected himself with the firm of S. M. Moore & Co. In 1873, his health having failed him, he went to Europe. In 1874, he returned, and founded the insurance firm of Smith & Harvey, which partnership existed during that year. He then became connected with McCormick Bros. & Findlay, afterward W. G. McCormick & Co., remaining there until 1884, when he founded the present firm of George M. Harvey & Co. In closing this brief sketch, it is only just to say that Mr. Harvey has been, and is to-day one of the most successful underwriters and insurance agents in the country. He is untiring in his industry, prompt and honorable in all his business intercourse with his fellows, and a man whom to know is to respect. He is genial, courteous and hospitable, and to these traits of character, coupled with his integrity and industry, must be attributed the success he has achieved.

BYRON D. WEST was born in 1836, and is a native of Dutchess County, N. Y. He began his insurance experience in the Western Branch Office of the Aetna of Hartford, at Cincinnati, Ohio, in the year 1859. He continued with this company as clerk until the breaking out of the War, when he enlisted in the 6th Ohio Infantry. He remained with this regiment until April, 1862, when he was promoted to the rank of second lieutenant in the regular army, and then resigned. He subsequently engaged in the general commission and brokerage business in New Orleans and Cincinnati, wherein he continued until 1867. He was then appointed general Western manager for the Western Insurance Company, of Buffalo, N. Y., with headquarters at Cincinnati, Ohio, which position he held for about three years and until his appointment, in 1870, as assistant secretary of the Andes, of Cincinnati, a company of \$1,000,000 cash capital, organized at that time, but which, two years later, was forced to retire after having fully and fairly met over \$1,000,000 in losses by the great fire of 1871. During this period, Mr. West was also made secretary of both the Amazon Insurance Company and the Triumph Insurance Company of Cincinnati, each having a paid-up capital of \$500,000; and his position as secretary of the Amazon he held exclusively until August, 1876, when he came to Chicago to take the position of general superintendent for the United States, of La Caisse Générale, a large French fire insurance company, at the time under the management of McCormick Bros. & Findlay, afterward the firm of W. G. McCormick & Co. of this city, and with which insurance company he remained, for over six years, United States manager thereof, with headquarters in New York City during 1880-81 and the greater 1882. In September, 1882, he became connected with the New York Underwriters' Agency as special agent and adjuster, returning to his old field in the Western States and making Chicago his headquarters. As may readily be imagined from this recital of the varied and comprehensive experiences of Mr. West, he is an insurance man of ability and executive talent. He was the originator and one of the organizers of the Insurance Adjustment Company of Cincinnati, which was established on April 13, 1873, and has always since been honored with the position of president of that organization, whether residing in Cincinnati, New York, or Chicago.

In 1870, the Union Insurance and Trust Company relinquished its insurance interests, re-insured its risks, and engaged in the general banking business. The Stock and Mutual Insurance Company re-insured in the National Insurance Company, of Chicago, and retired from business; and, a short time subsequent thereto, the National also re-insured its risks in the State Insurance Company, of Chicago, and retired from the public arena; while the Great Western and Knickerbocker companies, of Chicago, commenced business.

In 1871, the Board of Trade Insurance Company took preliminary steps toward an organization, but they were never perfected. The last agency established here before the fire, according to C. E. Rollins, was that located by the Northwestern National Insurance Company, of Milwaukee, Wis.; the present agent, Mr. Cameron, stating that George C. Clarke was appointed the agent. The Lumbermen's, Garden City and Lamar Insurance companies re-insured prior to October, 1871, and retired from business.

Prior to summing up the insurance chapter by the conflagration, a syllabus of the business of insuring from its earliest establishment may be of interest. In the earlier days of its existence here, its transactions were hampered by swaddling clothes of credit; risks were written on a credit basis, some companies receiving notes exclusively for the premiums, while others, of sterner mould, insisted upon a payment of one-third cash and the remaining two-thirds might be guaranteed by a note. Other companies would not relax their rules of transacting business upon a purely cash basis, and hence were blessed with very little business; although as time rolled on the insurers found that they could purchase better rates for cash than they could for credit, and then the cash companies commenced to receive large patronage. But this was long after the primary introduction of insurance into Chicago. And in the early days, the silvery voice of the insurance solicitor was heard expatiating on the various benefits derivable from insuring on a cash or credit basis; for the desire for business by the various companies represented, and the newness of the enterprise in this city, made the agents exert themselves to insure the residents and property holders. Until 1863, the insurance business did not attain any special prominence in the city, but in that year it commenced to receive the attention and patronage it merits. In 1865, there were but few Chicago companies in existence when the year dawned, but about the middle of that year a multitude of energies which had, for four years, been absorbed in the maelstrom of civil war were, by its subsidence, thrown again into commercial and mercantile life. Whether impressed or not, by their military experience, with the mortality of persons and the inflammability of earthly possessions, it is certain that very many ex-soldiers who entered the field of commercial speculation engaged in the insurance business and very many citizens became promoters and sustainers of insurance companies, so that, by the end of the year one hundred and twenty-nine companies were located and represented here; eighty-one fire and marine, twenty-nine life, and two accident; and also fourteen fire and marine, one life, and two accident, of which Chicago citizens were the stockholders. Mr. Colbert says:

"The importance, and, in fact, the necessity, of uniformity in rates and good practice, in order to ensure success in the undertaking, gave rise to the local organization of a Board of Fire Underwriters, during the year 1855. This Board lasted until 1861, when the uniformity of rates was interfered with by the practice of participation which broke out among the companies, and ended in the dissolution of the Board.* During the months of May and June, 1866, an effort was made toward the reorganization of this local Board, the ruinously low rates, and the frequency of losses by fire, being the prominent cause of the inception of the movement. About one-half of the companies then represented in the city, joined the new organization. But an opposition, amounting, indeed, to an almost positive persecution of the undertaking, characterized the struggle for its permanent existence. The first binding tariff was introduced about September, 1866. This was a general classification of risks, to which those connected with the Board pledged themselves to abide. The opposition took shape among certain Eastern companies, and was termed the 'Quadrilateral.'

* The Board was not dissolved, for its functions were not exercised.

They represented that the Board possessed dangerous powers under its charter, both as to the limit of holding property, which has been nominally fixed at the limit of \$200,000, and as to the fines and penalties, which were made a part of the by-laws governing the organization. During the period of nearly a year, the struggle between the Board and its opponents continued, until the former were compelled to invoke the power of the National Board, and its perpetuity was made the test of the permanency of the general organization. However, in January, 1867, the opposition came into the local Board, and, since that time, it has worked harmoniously to the benefit of all concerned, whose community of interest lies in the mutual protection of a fixed tariff of rates and rules of sound and healthy practice."

From 1868 to 1871, the field of insurance investment was replete with Chicago companies; and the act of 1869 was necessary to check and destroy a tendency upon the part of heedless speculators to operate in insurance, without regard to the interests of insurers or the reimbursement of losses. It weeded out shaky companies, and afforded a statistical test of those that were stable, by which contemplative insurers could select their companies. Patronage grew with every month, and Chicago was the domicile of some splendid companies, when the fire came and swept them out of existence, as it would have done any company whose business was mainly confined to this city. No calculation of risks, however liberal, could withstand such devastation as was caused by that event, and no financial stability could remain solvent under such overwhelming disaster. Before that occurrence, however, the insurance companies were flourishing; many of them had erected handsome buildings, and portents were for a flood-tide of prosperity but the Black Monday came, and, "Alas! alas! that great city, wherein were made rich all that had ships in the sea, by reason of her costliness, for in one hour is she made desolate."

Edwards's Directory for 1871 gives the following as the local companies doing business in that year: American, Nos. 118 and 120 Monroe Street; Chicago Firemen's, No. 92 LaSalle; Commercial, 162 Washington; Chicago, 128 LaSalle; Germania, 90 La Salle; Great Western, 174 LaSalle; Globe, 126 Washington; Home, 139 Madison; Knickerbocker, southeast corner of La Salle and Madison; Merchants', northwest corner of LaSalle and Washington; Equitable, Oriental Building, 120 LaSalle; Mutual Security, 112 LaSalle; Republic, 159 and 161 LaSalle; State, 82 LaSalle—all these being fire companies. The home life companies are given as Chicago, 15 and 16 Union Building, LaSalle southwest corner of Washington; National, 109 Monroe; Teutonia, 160 LaSalle; Mutual, 79 and 81 Wells; Republic, 161 and 163 LaSalle; Protection, 122 Madison; and Safety Deposit, 163 Washington. Also one plate-glass, the Western Insurance Company. In this same Directory the insurance agents are given as follows: Affeld Brothers (Frank O. and Charles E., Jr.), Franklin Babcock, C. H. Baker, Banker Brothers & Greene (William S. and John W. Banker and Samuel Greene), O. W. Barrett & Co., Joseph E. Bates, J. L. Beckwith, Thomas W. Blayney, Daniel L. Boone, H. H. Brown, E. K. Bruce, J. R. Burt, Charles H. Case, L. W. Cass, A. B. Chladek, William Charles, H. Claflin, L. C. Clark, J. F. Clark, George C. Clarke & Co., S. Clary, J. A. Closser, J. G. Conrad, R. S. Critchell, O. Cronkrite, John Culver, O. P. Curran, Ambrose D. Davis, Lewis H. Davis, J. R. Dewey, Arthur C. Ducat, J. & M. Early, Frank P. Fisher, S. French, A. Frisbie & Son, Thomas Goodman, Goodwin (Jonathan, Jr.) & Pasco (Henry L.), A. C. Greenebaum, F. M. Hawes, W. J. Hemstreet, Frank Hlawin, Charles B. Holmes, R. W. Hosmer, Gurdon S. Hubbard, Jr. Huston (William B.) & Wade (George W.), Alfred James & Co., Frederick T.

James, H. F. Jennison, Augustus Johnson, R. H. Jordan, H. H. Koor, J. C. Lambrite, Edwin C. Lewis, Lewis (I. J.) & Hathaway (John L.), S. T. Lockwood, Charles H. Low, James A. Marshall, J. G. McKindley, T. L. Miller & Co., Miller (James R.) & Drew (Charles W.), S. M. Moore & Co., Moore (S. M.) & Stearns (John K.), James Muirhead, J. K. Murphy, A. J. Newby, J. H. Nolan, Francis Nourse, Ogden (Mahion D.), Sheldon (Edwin H.) & Scudder (M. L., Jr.), William Olcott, H. D. Penfield, W. F. Peterson, Charles Pfeiffer, H. S. Prescott, Prindiville (Redmond) & Morris (Isaac T.), C. W. Rhodes, Robinson, Prescott & Jenkins (Charles E.), W. E. Rollo, W. H. Rose, John Rosicky, J. L. Ross, David Runnion, E. E. Ryan & Co., J. P. Seeley, Shandrew (F. E.) & Dean (J. E.), Joseph Shugart, R. J. Smith, Alonzo Snider, Porter H. Snow, J. L. Stark, J. M. Stryker, J. A. Studwell, John W. Tappan, R. J. Taylor, Teall (Edward M.) & Fisher (Frederick P.), H. S. Tiffany & Co., Treadway (George P.) & Jewell (Edward W.), William Warren, E. W. Wells, W. H. Wells, M. Whitman, Whitman (N.), Lowell (Wallace A.) & Co., H. M. Wilcox, O. A. Willard, and Abram Williams. H. B. Willmarth is likewise designated as an adjuster; Simeon W. King is an examiner of insurance business; and W. S. Elliott, George T. Farmer, R. Greer, Charles B. Holmes and Hood (Thomas) & Higgin (J. L.) are brokers.

The foreign companies represented here, according to the same Directory, were

ACCIDENT: Travelers', of Hartford. FIRE: Ætna, of New York; Alemannia, of Cleveland; American Central, of St. Louis; American Exchange, of New York; American, of Providence; Atlantic, of New York; Atlantic F. & M., of Providence; Aurora, of Aurora; Beekman, of New York; Brewers', of Milwaukee; Capital City, of Albany; Charter Oak, of Hartford; Citizens', of New York; City, of Hartford; Cleveland, of Cleveland; Commerce, of Albany; Commerce, of New York; Connecticut, of Hartford; Continental, of New York; Detroit, of Detroit; Enterprise, of Philadelphia; Excelsior, of New York; Firemen's Fund, of San Francisco; Franklin, of Philadelphia; Fulton, of New York; German, of Cleveland; Hartford, of Hartford; Hibernia, of Cleveland; Hide & Leather, of Boston; Home, of Columbus; Home, of New York; Hope, of Providence; Howard, of New York; Illinois M. & F., of Alton; Independent, of Boston; International, of New York; Irving, of New York; Lamar, of New York; Liverpool & London & Globe, of New York; Lycoming, of Pennsylvania; Market, of New York; Mercantile, of New York; Merchants', of Hartford; Merchants' & Mechanics', of Baltimore; National, of Boston; New Amsterdam, of New York; North American, of New York; North British & Mercantile, of London; Norwich, of Norwich; Occidental, of San Francisco; Peoples', of San Francisco; Peoples', of Worcester, Mass; Phenix, of Brooklyn; Phoenix, of Hartford; Putnam, of Hartford; Reaper City, of Rockford; Security, of New York; Springfield F. & M., of Massachusetts; Sun, of Cleveland; Teutonia, of Cleveland; Union, of San Francisco; Yonkers & New York, of New York. FIRE & MARINE: Albany City, of New York; Alps, of Erie, Penn.; Andes, of Cincinnati; Buffalo City, of Buffalo; Buffalo, of Buffalo; Commercial Mutual, of Cleveland; Hibernia, of Cleveland; Manhattan, of New

York; New England Mutual, of Boston; Pacific, of San Francisco; Phenix, of Brooklyn; Roger Williams, of Providence; Security, of New York; Washington, of New York; Western, of Buffalo. LIFE: Ætna, of Hartford; Amicable Mutual, of New York; Anchor, of New Jersey; Asbury, of New York; Atlantic Mutual, of Albany; Berkshire, of Massachusetts; Brooklyn, of New York; Charter Oak, of Massachusetts; Cincinnati Mutual, of Cincinnati; Commonwealth, of Boston; Con-



RUINS, INSURANCE BUILDINGS.

necticut Mutual, of Connecticut; Connecticut, of Hartford; Continental, of New York; Economical Mutual, of Providence; Empire Mutual, of New York; Equitable Life Association of the United States; Excelsior, of New York; Globe Mutual, of New York; Government Security, of New York; Hahnemann, of Cleveland; Hartford Life and Annuity, of Hartford; Hercules Mutual Life Association of the United States; Home, of New York; Home Mutual, of Cincinnati; Homœopathic Mutual, of New York; Hope Mutual, of New York; International, of New Jersey; John Hancock, of Boston; Knickerbocker, of New York; Life Association of America; Manhattan, of New York; Massachusetts Mutual; Merchants', of New York; Metropolitan, of New York; Missouri Mutual, of St. Louis; Mutual Benefit, of New Jersey; Mutual, of New York; New England Mutual, of Boston; New Jersey Mutual, of Newark; New York, of New York; North America, of New York; Pacific Mutual, of Sacramento; Penn Mutual, of Philadelphia; Phenix Mutual, of Hartford; Security, of New York; St. Louis Mutual, of St. Louis; the National, of New York; Travelers', of Hartford; Union Mutual, of Boston; United States, of New York City; Universal, of New York; Washington, of New York; World Mutual, of New York. MARINE: Albany City, of New York; Independent, of Boston; New England Mutual, of Boston. STEAM BOILER: Hartford Steam Boiler Inspection & Insurance Company.

THE NIAGARA FIRE INSURANCE COMPANY, OF NEW YORK, was established in 1850, and was mulcted about \$200,000 in consequence of the Chicago fire. Since its establishment it has paid losses amounting to nearly ten millions, and, on January 1, 1885, had assets amounting to \$1,851,597, and a net surplus of \$331,448. It is at present under the management of Mr. Blackwelder, who controls its Western department, he having, in April, 1881, become connected with it, and, since that date, has largely increased its Western business. As is well known the year 1884 was one of peculiar and unprecedented hardship to fire insurance companies; nevertheless, the Niagara, under specially careful and skillful management, is able to report—what very few companies can do—an increase of net surplus, and a very slight decrease of assets from the effect of shrinkage in market values. Moreover, the company's premium receipts were larger in 1884 than in 1883, while the reserve is larger by nearly \$41,000 than a year ago. And, better than all, the Niagara, after so severe a year, is able to exhibit that, after paying fifty thousand dollars in dividends to stockholders, the entire disbursements of the year were kept down to a point considerably within the income. This statement is one which is greatly to the credit of the company.

J. S. BLACKWELDER, manager of the Western Department of the Niagara, is an insurance man of over twenty years' experience, and comes of an old German family which emigrated to America prior to the War of the Revolution. There were three brothers, all of whom were active in the little army of patriots under General Gates in the South. His father, Peter Blackwelder, married Miss Nellie Scherer—both natives of North Carolina—and moved into Montgomery County, Ill., in 1833. Mr. Blackwelder is a native of Illinois, born near Litchfield, Montgomery County, March 8, 1840. He was attending the academy at Hillsboro', the county seat, at the age of twenty-one, when he was nominated for the office of county clerk, and, upon his election, left school and filled that office for four years, from December, 1861, to December, 1865. He was urged to accept a re-nomination, but preferring a mercantile life, he declined, and went into business in Hillsboro'. After some experience as local agent, in January, 1868, he began to travel as special agent for the Fina Insurance Company, of Hartford, and continued to travel for that and other companies until the 1st of April, 1881, when he took charge of the Western Department of the Niagara. One week after the great fire, Mr. Blackwelder came to Chicago in the interests of the Franklin Fire



Insurance Company, of Philadelphia, and assisted in adjusting the losses sustained by that company, and has made Chicago his home since that time. On April 5, 1877, he was married to Miss Alice Gertrude Boughton, the daughter of Rev. A. Boughton, a Baptist clergyman of Moravia, Cayuga Co., N. Y. The wedding took place at Lawrence, Kan., Chancellor Marvin, of the State University, officiating. Two children have been born to them—Paul on April 7, 1878, and Eliot, on June 4, 1880. Mr. Blackwelder, although not unsocial, is yet too domestic in his tastes and habits to care for club life; and though a member of the Union League and Indiana clubs, a Mason and a Knight Templar, yet he rarely attends, and is not at present in affiliation with the Masons. He is an attendant at Professor Swing's church.

THE GERMAN AMERICAN INSURANCE COMPANY is represented in Chicago by Judge Eugene Cary, manager, and J. S. Belden, associate manager. The Western Department was inaugurated on October 1, 1873, since which time the following have been the yearly exhibits of the company on January 1st of each of the years specified:

YEARS.	ASSETS.	Net Surplus.
1874	\$1,672,362 59	\$ 188,247 69
1875	1 867,131 83	322,558 41
1876	2,662,968 68	517,673 09
1877	2,226,552 97	651,837 53
1878	2,325,007 77	687,561 25
1879	2,471,780 73	815,048 54
1880	2,619,368 64	875,666 16
1881	3,094,020 59	1,112,090 66
1882	3,453,748 19	1,315,240 08
1883	3,794,274 73	1,419,578 18
1884	4,065,968 31	1,685,010 26

Both the gentlemen who are at the head of its western management are of long experience in the insurance business; Judge Eugene Cary having been therein about twenty-five years in various capacities. He came to Chicago in October, 1871, in the interest of the Imperial Insurance Company of London, and was manager of the Western Department of that company until called to his present position.

JUDGE CARY was born in the town of Boston, Erie Co., N. Y., and came West in 1854, and located in Sheboygan County, Wis. Before the War, he was county judge of that county, and at the outbreak of the War entered the service, as captain, with the 1st Wisconsin Regiment of Infantry Volunteers; subsequently serving in the capacity of judge-advocate of the First Division, 14th Army Corps, Army of the Cumberland. After the War, he settled at Nashville, Tenn., in which State he served one term as member of the State Senate and one term as judge of the Circuit Court of the First Judicial Circuit in that State. In Chicago, he served one term as member of the Common Council (known as the Reform Council), in the years of 1877 and 1878. He was the Republican and Peoples' candidate for mayor of Chicago in the spring of 1883, but was defeated by Carter H. Harrison, the Democratic nominee.

J. S. BELDEN came to Chicago in 1862, and first engaged in insurance in 1865, under J. K. Payson, general agent of the Security Insurance Company, and with his present company in November, 1872, for which he was assistant manager for seven years, and was then appointed associate manager, in 1881, which position he now occupies.

As a fitting addendum, the following table of losses of the insurance companies of New York and Hartford in this city, for the years specified, is given; and from it may be gathered the fact that, anterior to the fire of 1871, this city was ripe for conflagrations, and that they arrived with increasing frequency, until recklessness in building and utter carelessness as to fire limits culminated in the disaster of 1871:

YEAR.	Fires.	Losses.	Insurance.
1863	186	\$355,660	\$272,500
1864	193	651,798	485,300
1865	243	1,216,466	947,692
1866	315	2,487,973	1,646,445
1867	515	4,215,332	3,427,288
1868	468	3,138,617	1,956,851
1869	490	1,241,151	841,392
1870	700	2,305,595	2,052,971
Total	3,110	\$15,612,592	\$11,624,439

AMOUNT OF LOSS BY FIRE OF 1871.—The amount of loss entailed by the fire has been variously estimated. C. E. Lippincott, auditor of State, estimated the

Value of property in the burned district to be.....	\$282,000,000
Deduct estimated value of land.....	\$94,000,000
Property not destroyed.....	35,000,000
	\$129,000,000

Total amount of loss.....	\$153,000,000
Total amount paid by insurance companies.....	50,178,925

Loss to property owners..... \$102,821,075

In another estimate, Mr. Lippincott figures as follows: The amount at risk in burned district was \$100,225,780. An estimate that the property actually insured was covered by risks, on an average, to the extent of two-thirds of its value, would make the amount of the insured property \$150,338,670, or worth \$50,112,890 over amount for which it was covered by insurance,

Making (exclusive of real estate).....	\$200,451,560
Deduct as before for property not destroyed.....	35,000,000

Amount of loss.....	\$165,451,560
Amount paid by insurance companies.....	50,178,925

Loss to property owners..... \$115,272,535

Mr. Colbert estimates the loss at \$192,000,000, or \$140,000,000 above insurance; while C. E. Rollins

computes the loss at \$185,510,000, or \$135,331,075 net loss to property owners. A golden mean between the approximation of the auditor and these amounts would

STATES.	Number of companies.	Total amount of risks in the burned district.	Total loss.	Approximate amount paid.
Illinois	22	\$34,420,474 49	\$31,706,632 81	\$0,320,000
Connecticut ..	11	12,220,625 00	12,220,625 00	8,140,830
California	5	4,604,530 00	4,604,530 00	2,477,590
Great Britain...	6	6,490,781 71	6,490,781 71	6,046,438
Massachusetts...	23	4,845,030 11	4,814,727 25	3,299,590
Missouri	6	410,825 00	400,825 00	309,310
Michigan	1	202,150 00	202,150 00	189,377
Maryland	7	415,975 00	415,975 00	332,575
Minnesota	1	146,200 00	146,200 00	137,800
Maine	3	87,500 00	52,500 00	51,875
New York	67	25,000,528 77	24,484,194 08	16,242,079
New Jersey	8	25,000 00	25,000 00	25,000
Ohio	29	5,709,588 88	5,611,043 52	2,799,520
Pennsylvania ..	2	2,517,326 70	2,492,413 03	2,430,830
Rhode Island ..	7	2,312,822 00	2,312,822 00	1,162,538
Wisconsin	2	748,932 01	520,518 29	498,433
West Virginia...	1	33,883 33	33,883 33	33,133
Total	201	\$100,225,779 90	\$96,553,720 94	\$50,178,925

The first loss paid was liquidated by the Phenix Insurance Company, to Hart, Asten & Co., a fac simile of the draft being given herewith.

The number of companies placed in liquidation is shown by the following table to be sixty-eight—the Chicago companies being of the number. The American, however, only had a loss of \$972.90, and went on with its business uninjured by the conflagration that wound up the affairs of the rest, some of which, however, did not go into liquidation, but paid out all their money and retired from business.

COMPANIES.		Paid-up capital.	Net surplus.	Aggregate.
STATES	No.			
New York	26	\$8,904,222	\$2,908,725 97	\$11,812,947 97
Illinois	17	4,377,006	431,111 17	4,808,717 17
Connecticut	7	1,800,000	503,569 48	2,303,569 48
Ohio	5	1,215,616	106,319 54	1,321,929 54
Rhode Island ..	5	950,000	312,496 25	1,262,496 25
Massachusetts...	3	800,000	271,347 69	1,071,347 69
California	3	1,500,000	430,807 05	1,930,807 05
Pennsylvania ..	1	200,000	22,505 35	222,505 35
Maryland	1	250,000	32,788 82	282,788 82
Total	68	\$19,347,437	\$5,019,671 32	\$24,867,109 32

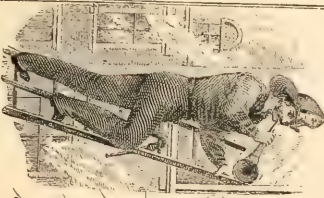
And pertinent to this table is the remark made by the Insurance Times:

"Azrael" came to some of our insurance companies, and carried away the ignominy, as well as the fruits, of low rates and bad management. To a few the Chicago fire was a god-send. It enabled them to fold the drapery of death around them and die with honor. Low rates, bad practices, and imbecility had been doing their slow but sure work, and failure sooner or later was inevitable.

The following companies, still in business, report, as below, the amount of their losses paid to the insurers on account of the Chicago Fire:

ILLINOIS.		
American	\$	972 90
CALIFORNIA.		
Firemen's Fund		520,364 92
Union		558,423 35
CONNECTICUT.		
Etna		3,773,423 09
Connecticut		490,875 00
Hartford		1,812,000 00
Phoenix		930,579 23
MAINE.		
Union		5,000 00

* Azrael is the angel of death in the Persian Theology.



STEPHEN GROWELL,
President.
PHILANDER SLAY,
Secretary.

\$4000000

PHENIX INSURANCE COMPANY

NO. 173 BROADWAY,

Chicago Oct 12 1891

Pay to the order of Hart, Asten & Co. \$400,000.00 Dollars being in full of all claims and demands against this Company for loss and damage by fire on the 9th day of Oct 1891 respectively claimed under policy No. 2714 of Chicago Agency

To the Phenix Insurance Co.

No 173 Broadway, New York.

W. P. Russell

about convey a fair idea of the amount destroyed and the loss suffered by the owners.

The precise amount of risks written at the time of the fire, in the burned district, was \$100,225,779.90, distributed among companies as follows:

MARYLAND.		
Maryland Ins. and Sec.	18,000	00
National	35,000	00
Peabody	10,000	00
Peoples	17,000	00
Potomac	10,000	00
MASSACHUSETTS.		
Boylston	13,000	00
Eliot	12,500	00
Franklin	59,250	00
Firemen's	35,000	00
First National	2,500	00
Manufacturers'	115,049	39
Neptune	60,000	00
North American	10,000	00
Springfield	526,360	31
Shoe and Leather	24,708	34
Washington	25,000	00
MISSOURI.		
American Central	277,406	17
Citizens'	25,000	00
MICHIGAN.		
Detroit	189,377	35
MINNESOTA.		
St. Paul	137,806	34
NEW JERSEY.		
Firemen's	10,000	00
Merchants'	15,000	00
NEW YORK.		
American Exchange	58,000	00
American	36,765	40
Buffalo German	5,000	00
Citizens'	62,100	00
Commercial	4,145	19
Commerce, of Albany	395,083	00
Continental	1,550,187	80
Exchange	2,437	50
Firemen's	74,952	00
Firemen's Trust	4,953	33
Germania	276,861	19
Glen's Falls	7,826	69
Greenwich	9,686	86
Guardian	58,077	42
Hanover	276,861	19
Home	3,071,390	01
Howard	473,160	00
Importers' and Traders'	22,500	00

Jefferson	36,830	36
Kings' County	42,500	00
LaFayette	7,354	17
Lorillard	1,400,000	00
Mercantile	107,925	66
Mechanics' and Traders'	35,898	21
Mechanics'	24,184	09
Merchants'	9,600	00
National	40,988	62
New York	14,632	94
Niagara	276,861	19
Pacific	12,100	00
Phenix	425,925	59
Sterling	7,457	23
Tradesmen's	30,160	06
Williamsburg City	61,710	00

OHIO.		
Aurora	6,975	00
Cincinnati	48,170	64
Commercial	13,000	00
Farmers'	5,000	00
Firemen's	3,500	00
Germania	3,500	00
Globe	38,365	89
Merchants' and Manufacturers'	14,500	00
Miami Valley	20,000	00
National	3,000	00
Union	25,000	00
Washington	21,000	00
Western	35,472	76

PENNSYLVANIA.		
Franklin	636,905	22
Girard	12,136	40
North America	623,545	31
State of Pennsylvania	24,437	40

RHODE ISLAND.		
Atlantic	226,319	00
Merchants'	5,000	00
Providence-Washington	496,170	00

WISCONSIN.		
Northwestern National	250,766	88

GREAT BRITAIN.		
Commercial Union	65,000	00
Imperial	217,589	91
Liverpool and London and Globe	3,290,779	63
North British and Mercantile	2,328,380	42
Royal	96,893	27

MASONIC HISTORY.

The period treated of in this volume, 1858-71, was one of increasing prosperity and augmentation of numbers. In 1863, an edict was issued from the Grand Lodge, at Freeport, Ill., directing that all mnemonics, cyphers, notes, keys, characters, and excerpts should be destroyed, and that if this edict were not instantly obeyed, those transgressing the law should be subjected to Masonic discipline by the preferring of charges and proceedings subsequent thereto. In order to perpetuate the unwritten work, twenty-two grand lecturers were appointed, whose duty it was to visit the lodges and illuminate those who were not thoroughly conversant with the work; among them were J. Herman Bird, of Lafayette Lodge, No. 18, and Frank G. Green, of Cleveland Lodge, No. 211, of Chicago. In 1863, also, an attempt was made to constitute a quasi-Board of Conservators of the Grand Lodge by legislative enactment, such board to be composed of certain past grand masters; but the attempted arrogation of authority was vigorously resisted by the subordinate lodges of the State. The Grand Lodge also refused to any one adhering to said "Conservators' Association" any Masonic recognition, and generally excommunicated its inceptors or

supporters. In consequence, that Association demised after a brief existence.

A. F. & A. M.

LAFAYETTE LODGE, No. 18.—The Masters of this lodge were W. H. Dobson, 1857; W. W. Jackson, 1858-59; A. W. Hitchcock, 1861; Edward Robbins, 1862; A. W. Hitchcock, 1863; Charles Cohen, 1864. In 1864 the lodge surrendered its charter, and its members were re-invested with charters as Chicago Lodge, No. 437, and H. W. Bigelow Lodge, No. 438.

JAMES AUGUSTUS MARSHALL was born in London, England, on June 9, 1809. His father was an officer of the British army, who came to Perth, Canada, to take command of troops there, while James was an infant. James graduated at the University of Maryland; was married, in 1836, to Miss Andalusia Shattuck, who died shortly after her marriage. In 1838, Mr. Marshall married Rosanna M. Shattuck. They have the following children—James Frederick, Emma Catharine, Osborne Hanford and Cornelia Rosanna. Mr. Marshall was initiated as an entered apprentice in Lafayette Lodge, No. 18, A. F. & A. M., and then took the subsequent degrees in LaFayette Chapter, in Council No. 4, and Apollo Encampment, No. 1, also taking the 32°. He left LaFayette Lodge with Apollo Lodge, and upon the surrender of its charter by the latter body, re-united with LaFayette, in preference to joining the newer and more popular lodge.

ORIENTAL LODGE, No. 33.—The officers of Oriental Lodge

occupying the East since its organization, have been W. F. Walker, 1845; J. V. Z. Blaney, 1846-47; George Davis, 1848-49; J. Herman Bird, 1850; Carlton Drake, 1851; Thomas Shirley, 1852-53; William B. Herrick, 1854; Enoch B. Stevens, 1855; George W. Deering, 1856; William C. Hunt, 1857-58; James E. Dalliba, 1859; George F. Haines, 1860-61; Benjamin F. Patrick, 1862; R. W. Dunham, 1863-64; Joseph A. Bunce, 1865; William A. Thrall, 1866; John W. Clyde, 1867; William G. Swan, 1868; Edwin Powell, 1869-71. After the erection of Oriental Hall, at No. 122 LaSalle Street, the vested interests of the brethren required administration, and to meet this necessity A. G. Burley, Mark Kimball and Samuel Brown were appointed as trustees, and held such office from 1867 until 1872, the lodge having been incorporated by act of the Legislature, February 28, 1867, and thereby become empowered to hold real estate, etc.

The dedication of Oriental Hall occurred July 25, 1867, and is thus described in the Chicago Tribune of the ensuing day:

"The Oriental Building, on LaSalle Street, opposite the Chamber of Commerce, is in itself one of the finest specimens of street architecture to be found in the city, and, for a business building, is the most complete and substantial of any yet finished. The offices are all large and well lighted, and the stairways and halls spacious, light and airy. The building is complete, with all modern conveniences.

"In this splendid building is located the hall, or lodge room, of the Oriental Lodge, No. 33, A. F. & A. M., which has just been finished in the Oriental style of architecture, and a degree of success has been attained, in the peculiar fitness and harmony of its combinations, seldom realized before."

The cost of the hall was about \$35,000, and the loss entailed by its destruction, in the fire of 1871, was about \$30,000.

GARDEN CITY LODGE, No. 141.—This lodge has had some of the celebrities in the fraternity among its members, the earliest one being Carding Jackson. And in the present roster of members appears Carter H. Harrison, as a perfect ashlar. The Masters of the lodge, from 1857, have been Francis Hudson, 1857; Peter C. Lusk, 1858; Eben C. Hurd, 1859-60; H. M. Wilcox, 1861; W. B. Bateham, 1862; John W. Norris, 1863; W. B. Bateham, 1864-65; Edward Addy, 1866; Gil. W. Barnard,* 1867-68; H. F. Holcomb, 1869-70; George R. McClellan, 1871. This lodge, suffered from the fire to the amount of about \$5,000, meeting, until that time, in Oriental Hall.

GILBERT WORDSWORTH BARNARD was born on June 1, 1834, in Palmyra, Wayne Co., N. Y., the son of George Washington Barnard and Sabrina (Deming) Barnard. He came to Michigan when an infant, with his mother, where he lived until he was fifteen years old, when he came to Chicago. He then worked for John C. Williams, in his general store, and subsequently was in the book and stationery business, and was then in the general commercial business, until recently. He was an active member of the Volunteer Fire Department, from 1849 to 1858. He was made a Master Mason, on December 7, 1864, by Garden City Lodge, No. 141; took the Royal Arch Degree, on October 2, 1866, in Corinthian Chapter, No. 69; took the Council degrees, in Siloam Council, No. 53, on March 25, 1871; and the Knight Templar degree, on May 13, 1870 in St. Bernard Commandery, No. 35. He took the 32^d on April 25, 1868, and the 33^d on November 13, 1873. He was a member of the first Board of Grand Examiners of the Grand Lodge, for five years, and has been secretary or recorder of nearly all the side issues that were termed Masonic, and has received over three hundred degrees that were known as Masonic. He was the Master of Garden City Lodge, the High Priest of Corinthian Chapter, the Eminent Commander of St. Bernard Commandery, and Commander-in-Chief of Oriental Consistory. He was also D. D. G. M. of the Grand Lodge for the First District, and is Grand Secretary of the Grand Chapter, Grand Recorder of the Grand Council and Grand Commander, and Grand Secretary of the Council of Deliberation, S. P. R. S., of Illinois. It is a work of supererogation to pen any words of eulogy upon the courtesy, kindness and industry of this exemplary Mason. He still lives among us, and each new acquaintance he makes is another friend added to the long list of those who delight to honor him.

WAUBANSIA LODGE, No. 160.—In 1858, the meetings of this body were held at Oriental Hall, on LaSalle Street, and about the same time the charter was surrendered. On October 3, 1860, a new charter was granted to J. E. Church, Myron C. Parsons, Samuel E. Underhill, "and several other brethren, for a lodge, to

be termed Waubansia Lodge, No. 160." "After the re-organization," says the hand-book of this lodge, "the meetings were held for a time in Blaney Hall, corner Randolph and LaSalle streets; then, for a while, in the hall occupied by Blair Lodge, and then, again, in Oriental Hall until 1871." In the fire it lost all its paraphernalia, valued at about \$1,000, and also \$4,000 in bonds which had not been registered. It had no insurance. Under this blow the lodge staggered, and, with many of its members, was almost bankrupt. But it was then demonstrated that Chicago contained many plucky men, and, fortunately, some of them were members of Waubansia Lodge, and to this circumstance may be attributed its existence to-day. While gifts and donations from all over the world were pouring in, to relieve the sufferers from the fire, Masons in different parts of the country were not unmindful of their duty and privilege toward unfortunate brethren and lodges. Waubansia Lodge, at a most timely moment, was the recipient of an appropriate gift of a new set of solid silver official jewels, from Mount Vernon Lodge, No. 3, Albany, N. Y. After the fire, the meetings of the lodge were held in Pleiades Hall, on Twelfth Street. The Masters of the lodge have been: J. E. Church, 1860-63; Gardner S. Barstow, 1864-65; R. Stone, 1866; G. S. Barstow, 1867; George McElwain, 1868-70; J. E. Church, 1871.

GERMANIA LODGE, No. 182.—The Masters of this lodge were Francis Schoeneveld, 1858; Samuel Mohr, 1859; Lucas Buhle, 1862; Bernard Reiser, 1863; H. M. Peters, 1864; J. Ulrich, 1865; M. Schmitz, 1866; J. Ulrich, 1867; H. M. Peters, 1868-69. This lodge was burned out in 1871, and three months after the fire built the Germania Hall, at the corner of Clark and Michigan streets, at a cost of \$6,000.

WILLIAM B. WARREN LODGE, No. 209.—The Masters of this lodge, from the date of its organization until the year 1884, have been: William T. Raefsnider, Charles Tunnickif, Ira S. Younglove, Andrew B. Mason, George W. Petter, Samuel C. Smith, David H. Kilmore, Charles H. Shattuck, Edward Bornemann, Albert Jack, George M. Aykroyd, Eugene F. Deluce and Cass F. Maurer. The communications of this lodge at the time of the fire were held in Oriental Hall, and there its regalia, etc., were destroyed. After the fire the lodge met at the Masonic Temple, corner of Halsted and Randolph streets.

CLEVELAND LODGE, No. 211.—On June 3, 1858, this lodge moved to its new hall in Blatchford's Building, on the southwest corner of Clinton and Fulton streets. This building was destroyed by a fire on the evening of September 15, 1859, the lodge being at the time of the fire in stated communication. Wiley M. Egan was Master at the time, and by his promptitude the most valuable of the lodge furniture was saved. During its salvage, brothers George H. Gibson, Thomas Chron and Ira Goddard remained until the stairway was burned, and narrowly escaped by a cord from the fifth-story window. The lodge then found a resting place in the hall of Accordia Lodge, No. 277, on the corner of Randolph and Clinton streets, and there remained until the new hall at Nos. 80-82 West Randolph Street was fitted up. In the summer of 1870, the lodge leased the lodge room in the new Masonic Temple on the West Side. There Cleveland Lodge remained; and when the "sound of mourning was heard in the land," in October, 1871, she threw open the doors between the two columns, and welcomed Masons of every degree to her hospitable halls, and there an asylum was afforded for whole or partial working of twelve Blue Lodges, two Chapters, two Councils, two Commanderies and Oriental Sovereign Consistory; while upon the upper floor were dispensed the money and supplies of the Masonic Board of Relief, among whose members were Wiley M. Egan, Theodore T. Gurney, George K. Hazlitt and Edward J. Hill. The Masters of Cleveland Lodge, No. 211, have been as follows: Reuben Cleveland, 1856-58; Wiley M. Egan, 1859-60; Nathan

W. M. Egan

W. Huntley, 1861-63; George H. Gibson, 1864; Asa E. Cutler, 1865-66; Theodore T. Gurney, 1867; Reuben Cleveland, 1868; Arthur R. H. Atkins, 1869; John McLaren, 1870-71.

BLANEY LODGE, No. 271.—This body received its name in honor of James Van Zandt Blaney, and was authorized to convene by virtue of a dispensation from the Grand Lodge of Illinois, dated March 22, 1858. On October 6, 1858, the charter was issued, with the No. 271, and the following as charter members: George Cowper, Joshua Howell Gest, Matthew Taylor, Gilbert Richard Smith, William Train Muir, Isaac Calvin Wells Cowdery, Hiram

* To the courtesy and kindness of this eminent Mason, the collaborator is indebted, not alone for these data, but also for other information relative to Masonry.

ton, 1866; W. H. Reid, 1867; G. N. Houghton, 1868; John Sutton, 1869; L. D. Berry, 1870; John Sutton, 1871.

KILWINNING LODGE, No. 311.—This lodge was organized on March 2, 1859, under dispensation dated February 11, 1859, and was chartered on October 5, 1859, the following being the charter members: William T. Muir, Frank G. Green, Henry Burwell, Charles Harding, J. C. Burchett, A. M. Wood, Charles P. Wentworth, P. M. Almini, C. S. Bixby, Charles Cohen, Frederick F. Engstrom and John S. Gould. The first officers were William T. Muir, W. M.; Frank G. Green, S. W.; Henry Burwell, J. W.; Charles Harding, treasurer; Charles J. Stolbrand, secretary; A. W. Wood, S. D.; John C. Burchett, J. D.; William H. Dobson, T. T. Gurney, John Voice, C. P. Wentworth, John S. Gould, Dugald Stewart, C. B. Marsh, B. Merrell, C. S. Engle, L. K. Osborne, Horatio G. Sinclair, William H. Rand and William Ferrill, members. The lodge met at first at the hall of Accordia Lodge, corner of West Randolph and Clinton streets, and then at the corner of Kinzie and LaSalle streets. The lodge was burned out on North Dearborn Street, between Water and Kinzie, where it had fitted up an elegant hall—the only thing that was saved being the key. The Masters, for the periods given, were William T. Muir, 1859–60; F. G. Green, 1862–64; G. W. Wood, 1865; F. M. Green, 1866; Eli Wood, 1867; R. G. Lucas, 1868; A. M. Thompson, 1869.

BLAIR LODGE, No. 393.—This lodge was constituted by dispensation on September 16, 1863, and received its charter on October 8, 1863; it being named Blair in honor of F. M. Blair, who, in that year, was grand master of the State of Illinois, and one of the charter members of the lodge. The following list comprises such charter members: W. W. Winter, S. J. Hayes, W. A. Stevens, W. H. Purdy, S. Diven, T. J. Elson, J. B. Austin, P. Devine, G. C. Marshall, F. M. Blair and W. T. Morrow. The first officers were W. W. Winter, W. M.; S. J. Hayes, S. W.; W. A. Stevens, J. W.; W. H. Purdy, treasurer; Wallace Barry, secretary; T. J. Elson, S. D.; George C. Marshall, J. D.; and P. Devine, tyler. The Masters have been as follows: W. W. Winter, 1863–64; S. J. Hayes, 1865; W. A. Stevens, 1866–67; S. Quinlan, 1868–69; S. F. White, 1869; J. O'Neill, 1871. Blair Lodge room in McVicker's Theater building was destroyed at the time of the fire, and the lodge lost everything; at that time the treasury was accounted the wealthiest in Chicago, with one exception.

THOMAS J. TURNER LODGE, No. 409.—This lodge was organized January 23, 1864, chartered October 5, 1864, and burned out in 1871, in Blaney Hall. Its first officers were—J. W. Norris, W. M.; D. A. Cashman, S. W.; Thomas Hingeley, J. W.; H. Olcott, treasurer; F. W. Cole, secretary; G. C. Smith, S. D.; F. W. Fraunberg, J. D.; H. B. Pinkham, S. S.; F. P. Mulvey, J. S.; and Isaac P. Hatfield, tyler. The Masters since organization have been—J. W. Norris, 1864–65; D. A. Cashman, 1866–69; G. C. Smith, 1870–71; C. E. Leonard, 1871.

MITHEA LODGE, No. 410.—This lodge was chartered on October 5, 1864, and works in the German language. It lost its hall, at 115 Wells Street, in the fire of 1871.

HESPERIA LODGE, No. 411.—This lodge, on October 5, 1864, was chartered with the following charter members: Nathan W. Huntley, Ammi Merchant Bennett, Henry Sweet, William Stewart, George G. Sinclair, William Cravens, William Himrod, Jr., J. H. Bruce, W. Padelford, Jr., John H. Richardson, William P. White, George Miller, H. G. Carey, George H. Gale, J. Hennesheets, Joseph P. Wills, A. M. Whitney, Joseph K. Tyler John F. Colby, Robert A. Mills, Insley D. Johnson, Isaac N. Macbeth, John M. Adams and Robert A. Addison. The first officers were Nathan W. Huntley, W. M.; A. N. Bennett, S. W., and Henry Sweet, J. W. It met at the West Side Masonic Temple at the time of the fire and opened its hall to the burned-out lodges, and did its utmost to assist brethren who were less fortunate than its members.

LANDMARK LODGE, No. 422.—In 1863, a dispensation was granted to a lodge that met in Hyde Park, of which the officers were Nicholas Francis Cooke, W. M.; Homer Nash Hibbard, S. W.; William K. Ackerman, J. W.; Edwin Oscar Newberry, treasurer; John Trimble, Jr., secretary; W. C. Lewis, S. D.; George Washington Waite, J. D.; Fergus M. Blair, tyler. This lodge was chartered as Hyde Park Lodge, No. 422, on October 5, 1864, with the following charter members: H. N. Hibbard, James Wadsworth, Daniel Tyler Waite, Samuel Hopkins Downs, E. O. Newberry, John Middleton, G. W. Waite, Carlton Drake, Charles Sunter, Jonathan Asa Kennicott and Thomas Leeds Morgan. On July 19, 1870, the lodge removed from Hyde Park to Chicago. On December 20, 1870, the new lodge hall was dedicated, at No. 727 Cottage Grove Avenue. On October 4, 1871, by the consent and procedure of the grand lodge, the name was changed from Hyde Park Lodge, No. 422, to Landmark Lodge, No. 422, although, strange to say, the name was not changed upon the charter until 1884. The Masters of this lodge have been: Nicholas Francis Cooke, 1863; Homer Nash Hibbard, 1864–65; George Washington Waite, 1866; John Middleton, 1867–68; Pennoyer Levi

Sherman, 1869; Horace Aemon Harvey, 1870; Thomas Cordis Clarke, 1871.

CHICAGO LODGE, No. 437.—This body received its dispensation on October 16, 1864, and its charter on October 4, 1865, the following being the charter members: Charles Cohen, Moses Shields, Theodore Marcuse, S. Alshuler, A. Barnett, Emanuel Brunswick, James Byron, Henry Cole, M. Daniels, Benjamin Engel, Jacob Frost, S. M. Fleishman, M. M. Gerstley, Michael Greenbaum, Henry Greenbaum, Tobias Goldschmidt, Solomon Harris, Ignatz Herzog, J. H. Henoch, Abraham Hart, Anton Herzog, Lazarus Higer, Louis Holberg, M. Israel, Abraham Kohn, Morris Kohn, Charles Kozminski, Nathan Kramer, Henry Leopold, Isaac Liebenstein, Abraham Louis, N. Levy, A. Liberman, Jonas Moore, M. Morris, Leon Mandel, James McWilliams, A. Marcus, Isaac Marks, Nelson Morris, George H. Mueller, John Pfund and M. Pfau. This lodge is essentially German, and has a flourishing and influential membership. Its past masters have been: Charles Cohen, Louis Wampold, Joseph Spiegel, Henry A. Kaufman, Adolph Shire, Moses Joseph, Nathan Hefter and Edward Rubowitz. This lodge was burned out by the fire, its lodge room being in Oriental Hall.

H. W. BIRLOW LODGE, No. 438.—This lodge received its dispensation dated October 5, 1864, and its chartered dated October 4, 1865, being, with the Chicago Lodge, an outgrowth of LaFayette Lodge, No. 18. Its first officers were: A. W. Hitchcock, W. M.; E. Robbins, S. W.; E. L. Ives, J. W.; J. Whilt, S. D.; E. L. Wood, J. D.; Ed. Goodale, secretary; W. H. Dobson, treasurer; John S. Russell, tyler. Its Masters were: A. W. Hitchcock, 1865–66; William Lapham, 1867; W. H. Dobson, 1868; William Lapham, 1869; George Tapper, 1870–71. The lodge had one hundred and eleven members in 1871, and was burned out in Oriental Hall.

PLEIADES LODGE, No. 478.—This lodge was organized on January 1, 1866, and chartered on October 3, 1866.

HOME LODGE, No. 508.—This lodge was organized April 6, 1866, and chartered on October 26, 1866. Its place of meeting being on Twenty-second Street, it was not destroyed by the great fire.

COVENANT LODGE, No. 526.—On October 5, 1866, a meeting was held at the office of Charles H. Falch, whereat were present Thomas E. Miller, Joseph T. Moulton, J. S. McIntyre, Isaac S. Roseberry, E. R. Warner, Henry Turner, Charles H. Falch, John A. Crawford, J. F. Haley, N. J. Livingston, William Erby, Edward Callow, Charles E. Hyde, Edward N. Edwards and W. D. Smith. These Masters resolved to petition for the institution of a lodge to be called Unity Lodge, and the three principal officers elected for the inchoate lodge were—Edward N. Edwards, master; Charles E. Hyde, senior warden, and J. F. Haley, junior warden. A dispensation was granted on October 26, and on November 2, 1866, the first regular meeting of the new lodge was held in their hall, No. 55 North Clark Street. The name of Unity having been chosen by Unity Lodge, No. 48, the Grand Master desired that another name be chosen, and Covenant was adopted by vote of the members. On October 1, 1867, the lodge was chartered as Covenant Lodge, No. 526, with the following charter members: Martin Blackburn, Justin Bowman, J. S. Barnes, Peter Cochran, Edward Callow, John A. Crawford, Edward N. Edwards, William Erby, Charles H. Falch, J. H. Green, Charles E. Hyde, J. F. Haley, George W. Hale, Thomas K. Holden, D. H. Lincoln, Thomas E. Miller, William M. Miller, Joseph T. Moulton, Charles C. Phillips, E. M. Porch, William Pingree, Isaac S. Roseberry, W. D. Smith, Henry Turner, Andrew M. Wood, G. G. Wade and E. R. Warner. On October 15, 1867, the lodge was duly constituted, and its officers installed by Wiley M. Egan, acting grand master; the officers being Edward N. Edwards, W. M.; C. E. Hyde, S. W.; William Pingree, J. W.; T. E. Miller, treasurer; S. G. Pitkin, secretary; A. Hilson, S. D.; W. E. Best, J. D.; J. Myers, S. S.; J. W. Lawrence, J. S., and J. A. Crawford, tyler. The lodge continued to meet at No. 55 North Clark Street, with a flourishing membership, and amid the most pleasant experiences, until September 1, 1871, when it moved to more commodious quarters, near the corner of Dearborn and Kinzie streets—the hall of Kilwinning Lodge, No. 311. It continued to meet there until the fire of 1871, which destroyed all its jewels, paraphernalia, etc., and entailed a loss upon the lodge of about \$4,000. But one book of records escaped the general destruction. After the fire it met at the hall of the Union Park Lodge, No. 610, at No. 754 West Lake Street. The Masters of this lodge have been: E. N. Edwards, 1866–68; C. E. Hyde, 1869; William Pingree, 1870; S. G. Pitkin, 1871.

LESSING LODGE, No. 577.—This lodge was organized June 4, 1867, and chartered October 1, 1867. It was burned out on October 9, 1871, at Lessing Hall, No. 12 North Clinton Street.

NATIONAL LODGE, No. 590.—This lodge was organized February 19, 1868, chartered on October 6, 1868, and burned out on October 9, 1871.

UNION PARK LODGE, No. 610.—This lodge was organized December 19, 1868, and chartered October 5, 1869.

LINCOLN PARK LODGE, No. 611.—In December, 1868, a notice was published in the daily papers, asking all those interested in the formation of a new lodge in the vicinity of Lincoln Park, to meet at the drug store on the corner of Centre and Sedgwick streets. At that meeting, H. E. Hamilton was elected master, L. A. Beebe, senior warden, and J. A. Smith, junior warden of the embryonic lodge. On January 18, 1869, a dispensation was granted to Lincoln Park Lodge, and shortly afterward the new lodge was assembled and opened in the building at the corner of Lincoln Avenue and Centre Street, with eighteen members. The hall was fitted up at an expense of \$2,000. On October 5, 1869, a charter was granted, with the number 611, to the following brethren: H. E. Hamilton, L. A. Beebe, J. A. Smith, T. Cromlish, A. McNally, J. F. Williams, J. H. Clybourn, D. Long, G. Macauley, G. McBean, C. McBean, C. C. Meserve, L. D. Owen, J. C. Rhodes, W. R. Walpole, L. Schaffner, Shubael D. Childs, S. D. Childs, Jr., J. Costello, F. J. Burdett, S. Daniels, P. G. Gardner, J. G. Holt, T. Stone, F. Wells, E. Cheetham, H. I. Howland, C. W. Fuller, J. E. Gamble, J. C. Salisbury, C. A. Schmidt, J. H. Friedrich, J. H. Kroger, C. Laux, Jr., J. S. Watson, O. W. Crocker, J. Brooks, M. Buschwah, A. J. Dox, D. R. Hale, A. Patch, S. L. Moore, W. Whitney, E. F. C. Klokke and I. W. Blood. On the evening of Friday, October 14, 1869, the new lodge was duly constituted, its hall dedicated, and its officers installed by R. W. DeWitt C. Cregier, as proxy for the M. W. Grand Master. The fire of October 9, 1871, destroyed all the property of the lodge. Its lodge room was at the corner of Centre and Lincoln streets. The first stated communication after the fire was held at the store of L. A. Beebe, No. 418 Centre Street, on the evening of November 3, 1871. The Masters of this lodge, until that time, were H. E. Hamilton, 1869-70; L. A. Beebe, 1871.

KEYSTONE LODGE, No. 639.—This lodge was organized under dispensation dated April 22, 1869, and received its charter on October 6, 1869, the following being the charter members: Eli Wood, Moses Shields, Lucas Buerhle, H. M. Peters, Louis Roman, Louis Marcus, Samuel Engel, John Shank, Samuel Ellis, Isidor Rosenthal, Henry A. Kaufman, Samuel Glickauf, A. Barnett, K. D. Kaufman, Leo Canman, Herman Hirschberg, Joseph Lederer, Simon Munchrodt, Samuel Mayer, O. C. Ludwig, Wells Sherman, George Kuhnen, William Sanderson, Niles Norburg, W. H. Balshan, John S. Quinn, William Vocke, F. C. Gerbing, F. Metzke, Maurice Pfau, Samuel McKay, Philip Lipman, Morris Roman, N. C. Kelley, Haver Rielzniger and Niels Rasmussen. The first officers were Moses Shields, W. M.; H. A. Kaufman, S. W.; Samuel Ellis, J. W.; Frederick Metzke, treasurer; Leo Canman, secretary; Eli Wood, S. D.; Samuel Engel, J. D.; and K. D. Kaufman, tyler. The lodge met in the building on the southwest corner of Michigan and North Clark streets, and there lost its furniture, paraphernalia, etc., in the fire of 1871.

APOLLO LODGE, No. 642.—On October 8, 1869, a dispensation was issued by Harman G. Reynolds, M. W. G. M., to form Apollo Lodge. The officers under this dispensation were George N. Houghton, W. M.; M. A. Thayer, S. W.; George Howison, J. W.; L. K. Aarhaus, treasurer; W. C. Dodge, Jr., secretary; William McGregor, S. D.; William Freeman, J. D.; Hugh Robertson, tyler. The charter was issued, with the number 642, on October 4, 1870, to the following charter members: Moses A. Thayer, George Howison, William McGregor, George N. Houghton, Hugh Robertson, Edwin Greene, William B. Nelson, Calvin S. Hartley, A. W. Blakely, Urias R. Riggles, Simon Livingston, William Freeman, William Warren, William Porter, Malcolm McLaren, John Smith, William Jenkinson, Joseph L. Kern, Lewis K. Aarhaus, John Holm, William Harvey, Duncan Ferguson, Robert Robertson, James Kennedy, Henry Blattner, Leopold Marquis, Charles E. Everts, William Fitchell, Frederick Gorason, Peter A. Goody, James Winship, T. W. Adams, Charles H. Fitch, Samuel Wiley, H. R. Cabery, Henry P. George, Willard Pearce, P. S. Crockett, James Reid, James Thompson, Thomas J. Suddard, David Johnston, Roderick Fraser, Charles E. B. Peterson, Patrick T. Rogers, James Demers, Augustus Rose, Charles T. Poirier, William C. Dodge, Jr., William H. Elliott, Charles W. Chaffee, Orville A. Taylor, Shaw Stewart, J. N. Bowers, E. W. Dorsey, J. A. Wooster, George W. Hotaling and William Malley. The first officers under the charter were Moses A. Thayer, W. M.; George Howison, S. W.; William McGregor, J. W.; L. K. Aarhaus, treasurer; Edwin Greene, secretary; T. J. Suddard, S. D.; William Freeman, J. D.; Orville A. Taylor, S. S.; William B. Nelson, J. S.; Hugh Robertson, tyler. The lodge, being situated at Twenty-eighth and State streets, was not injured by the fire, and the Masters mentioned above were those who occupied the chair until that time, Moses A. Thayer serving two terms of office.

D. C. CREGIER LODGE, No. 643, was organized in 1869, chartered in October, 1870, and was named in honor of Dewitt Clinton Cregier, wisdom Grand Master of the State.

HERDER LODGE, No. 669.—On November 19, 1870, a dispensation was granted to this lodge, and pursuant thereto a meeting was held at No. 505 South Union Street on November 22, 1870, and the following officers were appointed; E. R. Lott, W. M.; B. L. Roos, S. W.; Jacob Hammel, J. W.; William Daniels, treasurer; George M. Miller, secretary; Charles Busack, S. D.; Ernest Kretschmer, J. D.; Frederick Sump, S. S.; J. J. Maypole, J. S. and Nicholas Roehl, tyler. On October 3, 1871, a charter was issued to this lodge, with the number of 669, the following being the charter members: E. R. Lott, of Lessing Lodge, No. 557; B. L. Roos of the same lodge; Jacob Hummel, of Germania, No. 182; Frederick Sump, of Pleiades, No. 478; Charles Busack, of Germania; William Metzger, Nicholas Roehl, William Daniels and George M. Miller, all of Pleiades; J. J. Maypole, of Germania; Ernest Kretschmer, of Kilwinning, No. 311, and David Kahn, of Garden City, No. 141.

WALDEK LODGE, No. 674, was granted a dispensation February 13, 1871, and received its charter on October 3, 1871, the charter members being Frederick Lehrkamp, Robert Beiersdorf, August Binz, Theo. Klingner, Max Warschauer, Alex. Weinberg, Otto A. Schultz, John Mueller, Liborius Gollhardt, Bernhard Wolf, E. D. Reiners, Leopold Hill, Anton Schultz, Fred. Appell, Wilhelm H. Feindt, Louis Kalisch, Gabriel Wolf and Adolph Berg. The first officers were: Fred. Lehrkamp, W. M.; Robert Beiersdorf, S. W.; A. Binz, J. W.; M. Warschauer, S. D.; J. Mueller, J. D.; A. Weinberg, secretary; Theo. Klingner, treasurer; C. Schultz and G. Holz, stewards, and G. Straus, tyler. This lodge works in German.

WEST SIDE MASONIC TEMPLE.—On February 14, 1866, a meeting was held for the purpose of deliberating as to the expediency of purchasing a lot and erecting a Masonic Temple; and there were then represented, Cleveland Lodge, No. 211; Hesperia Lodge, No. 411; and Washington Chapter, No. 43. At this meeting, it was decided that a building association be organized, to be entitled the "West Chicago Benevolent Association," and that selections be made by such association of a site suitable for the building contemplated. On February 28, 1866, the representatives of the bodies previously mentioned convened, with the addition of representatives from Chicago Commandery, No. 19, and the report was received that the lot on the southwest corner of Halsted and Randolph streets had been selected.

A certificate of organization was then made and signed, on March 1, 1866, by Asa E. Cutler, George H. Gibson, Wiley Michael Egan, Nathan W. Huntley, D. A. Cashman, Ammi Merchant Bennett, George Himrod, Charles Shumway, Ira Harriman and William Stewart. The capital stock of the association was fixed at \$100,000 in shares of \$50 each, and the association was at once incorporated under provisions of the act cited, and a charter obtained from the State, dated March 1, 1866. The lot was then purchased and the stock actively placed; Cleveland Lodge alone taking \$12,000 and her members likewise subscribing liberally. During the summer of 1869, the building was commenced and the corner stone laid with the customary ceremonies of the order on October 12, 1869. Then difficulty was experienced from the fact that but \$56,000 of the capital stock had been subscribed for, in lieu of the whole amount of \$100,000, and it was necessary to borrow \$35,000 on January 27, 1870, from the Northwestern Mutual Life Insurance Company, of Milwaukee, with which the building was completed, during the summer of 1870, at a cost of \$88,472 for the lot and edifice. The Masonic portion of it was then leased for a term of five years to Cleveland Lodge, No. 211, with the understanding that other Masonic bodies could sub-rent the hall upon reasonable terms. Cleveland Lodge then furnished and decorated the rooms at a cost of \$12,000, and on December 22, 1870, the hall was formally dedicated to the uses of the order by M. W. Dewitt C. Cregier, Grand Master of Masons of Illinois.

THE FIRE.—The following list comprises the Ma-

sonic bodies that were rendered homeless by the fire of October 9, 1871:

Lodges that lost their halls: Oriental, No. 33; Blaney, No. 271; Kilwinning, No. 311; Blair, No. 393; Mithra, No. 410; Covenant, No. 526; Lincoln Park, No. 611.

Lodges whose places of meeting were destroyed: Garden City, No. 147; Waubansia, No. 160; Germania, No. 182; Wm. B. Warren, No. 209; Accordia, No. 277; Ashlar, No. 308; Dearborn, No. 310; Thomas J. Turner, No. 409; Chicago, No. 437; H. W. Bigelow, No. 438; Keystone, No. 639.

LaFayette Chapter, No. 2, and Corinthian Chapter, No. 69, Royal Arch Masons; Chicago Council, No. 4, Royal and Select Masters, and the Grand Council of R. and S. M., all lost their places of convocation. Apollo Commandery, No. 1, Knights Templar, lost its hall; and St. Bernard Commandery, No. 35, Knights Templar, lost its place of meeting; as did the following bodies of the Ancient and Accepted Scottish Rite: Van Rensselaer Grand Lodge of Perfection, Chicago Council of Princes of Jerusalem, Gourgas Chapter of Rose Croix de H—R—D—M, and Oriental Sovereign Consistory, 32°, S.P.R.S. The entire contents of the M. W. Grand Master's office were also destroyed.

On October 12, 1871, a few brethren met at the West Side Masonic Temple, and organized as a committee to relieve the "poor, distressed worthy brethren, their widows and orphans," who were thus suffering because of the fire. This temporary organization did excellent service, and was relieved, in its duties, on the 14th, by the organization of the Masonic Board of Relief. The officers of this body were:

DeWitt C. Cregier, Blaney Lodge, No. 271, president; H. F. Holcomb, Garden City, No. 147, vice-president; Wiley M. Egan, Cleveland, No. 211, treasurer; George K. Hazlitt, Cleveland, No. 211, recording secretary; Edward J. Hill, Cleveland, No. 211, corresponding secretary. Its members were—George R. McClellan, Garden City, No. 147; D. J. Avery, Hesperia, No. 411; T. T. Gurney, Cleveland, No. 211; C. H. Brennan, Hesperia, No. 411; Walter A. Stevens, Blair, No. 393; G. C. Smith, Wm. B. Warren, No. 209; and C. J. Franks, Mithra, No. 410. The master and wardens of each lodge in the city were also appointed special committees, to ascertain and report the condition and necessities of their needy members. On October 24, 1871, the officers and members were changed, as follows: DeWitt C. Cregier, president; H. F. Holcomb, vice-president; Wiley M. Egan, treasurer; Harry Duvall, Blaney, No. 271, recording secretary; Edward J. Hill, corresponding secretary; James Morrison, Garden City, No. 147, superintendent. The members were: T. T. Gurney, Cleveland, No. 211; D. J. Avery, Hesperia, No. 411; John Feldkamp, Lessing, No. 557; Edwin Powell, Oriental, No. 33; D. H. Kilmore, William B. Warren, No. 209; A. M. Thomson, Kilwinning, No. 311; E. Ronayne, Keystone, No. 639; George R. McClellan, Garden City, No. 147; C. J. Franks, Mithra, No. 410; James H. Miles, Cleveland, No. 211; John Sutton, Dearborn, No. 310; J. E. Church, Waubansia, No. 160, and I. W. Congdon, Covenant, No. 526.

The Board of Masonic Relief, as thus constituted, served until the termination of its duties, on June 24, 1872, at which date the final meeting of the board was held, and its report submitted. Thereby the receipts were shown to be as follows:

Maine	\$ 450 00
New Hampshire	200 00
Massachusetts	7,492 71
Rhode Island	100 00
Connecticut	2,387 12
New York	18,636 28
New Jersey	4,441 20
Pennsylvania	9,607 15
Maryland	86 50
Virginia	117 00
District of Columbia	3,022 30
South Carolina	25 00
Louisiana	400 00
Ohio	609 00
Indiana	1,060 00
Illinois	15,897 85
Kentucky	5,729 47
Michigan	26 25
Minnesota	75 00
Iowa	1,699 50
Missouri	1,450 00
Kansas	759 50

Nebraska	\$ 680 90
Nevada	555 00
California	7,501 78
Oregon	100 00
Colorado Territory	42 00
Idaho Territory	111 00
Dakota Territory	60 50
Utah Territory	230 00
New Mexico	100 00
Dominion of Canada	5,122 22
Central America	584 85
England	394 63
British India	26 65
Cash received	\$82,244 92
Interest on deposits	844 14
Amount goods donated	7,545 44
Aggregate received	\$90,634 50
Disbursed by Board	\$68,808 61
Returned to donors	21,825 89
Aggregate disposed of	\$90,634 50

All the accounts, vouchers, records, etc., of the Masonic Board of Relief were audited by a commission of Grand Masters, invited for the purpose from abroad, consisting of Samuel C. Perkins, Grand Master of Pennsylvania; Charles F. Stansbury, Grand Master of the District of Columbia; and Ozias P. Waters, Grand Master of Iowa. This commission convened on September 18, 1872, with Charles H. Kingston, private secretary to the Grand Master of Pennsylvania, as secretary. This commission submitted, as a result of its painstaking examination, in a report highly eulogistic of the Masonic Board of Relief, the following balance sheet:

The entire amount of cash donations received was	\$83,089 06
In addition to which supplies of goods were sent valued, at	7,545 44
Making a total of	\$90,634 50
Of this amount there has been disbursed, in the relief of applicants, allotments to Chicago lodges, the expenses of the Board, and a donation to Chicago Masonic Board of Relief, as set forth in detail, in the report which is to be printed	\$67,414 04
There has been returned to the donors a surplus of	21,825 89
And there has been retained to meet the expenses of printing of the report, and this commission	1,394 57
	\$90,634 50

Sam C. Perkins
Grand Master of Pennsylvania.

Chas. F. Stansbury
Grand Master of District of Columbia.

O. P. Waters
Grand Master of Masons in Iowa.

Chas. H. Kingston
Secretary.

There was likewise a special fund remitted for the relief of Royal Arch Companions; and for its disbursement Companions Wiley M. Egan, James H. Miles, and Robert H. Foss were appointed a committee. Companion E. N. Tucker was their assistant, and acted as their agent. And under the auspices of these Royal Arch Masons there were received \$3,404.30 and disbursed \$1,132.18, the remainder, \$2,272.12 being invested in bonds and deposited with the Grand Treasurer.

The same committee and agent that disbursed the contribution for the R. A. M., also received and disbursed the special fund for the Knights Templar, as follows:

Amount received.....	\$2,322 10
Cr.	
By half of expense account, the amount being divided between the R. A. M. and K. T.....	\$307 18
By amount of disbursements, as per statement.....	\$1,077 53
Balance on hand.....	\$1,384 71
	937 39
	\$2,322 10

Until 1875, there was an additional amount of \$280 disbursed, and subsequently the committee returned the balance, \$657.39, *pro rata* to the respective donors.

R. A. M.

CAPITULAR MASONRY.—The governing power of the Chapters in this State was first formed by a convocation at Springfield, Ill., April 9, 1850, pursuant to a call from William B. Warren, of Jacksonville Chapter, No. 3, under authority of M. E. C. Willis Stewart, G. G. K. of the General Grand Chapter of the United States,* and whereat said Warren was chairman, and E. P. Roe, of Jacksonville, No. 3, was chosen secretary. The following chapters were represented: Springfield, No. 1; Lafayette, No. 2; Jacksonville, No. 3; Horeb, No. 4; Quincy, No. 5; and Peoria, No. 7. The election for grand officers resulted: W. B. Warren, of Jacksonville, grand high priest; J. H. Holton, of Quincy, deputy grand high priest; J. V. Z. Blaney, of Chicago, grand king; Peter Sweat, of Peoria, grand scribe, Mason Brayman, of Springfield, grand secretary; Thomas H. Campbell, grand treasurer; W. S. Hurst, of Jacksonville, G. M. In 1851, James V. Z. Blaney was elected grand high priest; in 1864, Wiley Michael Egan was elected to the same office; as was James Hoge Miles in 1868. In the following sketches of the chapters paying allegiance to this Grand Chapter, the facts presented have been taken from the best attainable sources.

LAFAYETTE CHAPTER, No. 2, R. A. M.—The presiding officers of this Chapter, from 1853 to 1871, so far as can be ascertained, were—George Waite Deering, high priest, 1858; Hosmer Allen Johnson, 1859; Enoch Bunker Stevens, 1862; James Hoge Miles, 1863-68; Alfred Wells Hitchcock, 1869; Samuel Brown, 1870-71. This chapter was burned out in the fire of 1871, meeting at that time at the Temple, No. 85 Dearborn Street. The building caught fire between one and two o'clock of the morning of October 10, and caused a loss of \$2,070 in United States bonds, which were in the treasurer's safe, and about \$1,500 in cost of regalia, furniture, etc. The first meeting after the fire was held at the hall of D. A. Cashman Lodge, at the corner of Robey and West Madison streets.

WASHINGTON CHAPTER, No. 43.—On the second Friday of January, 1858, A. I. 2353, pursuant to the adjournment described in volume 1, page 513, the following companions assembled at the hall on the southwest corner of Clinton and Fulton streets: Lucian Prentiss Cheeny, Isaac Petner Hatfield, Joshua Howell Gest, Theodore Uphill Gurney, George Cowper, Joseph Porter Lowe, Reuben Cleveland, Wiley Michael Egan, Gilbert Richard Smith,

James B. Eason, Hiram Calvin Wells Cowdery, J. E. Church, William Henry Bowden Warren, John Kniffin Russell, Orson Brooks, George Waite Deering, William Wallace Mitchell, William B. Milne and J. T. Holt. The meeting was called to order by Companion Reuben Taylor, and J. H. Gest was appointed secretary. The dispensation from Most Excellent Deputy Grand High Priest, Companion Nelson D. Elwood, dated January 5, 1858, was then read and accepted, and Washington Chapter, U. D., was opened with Companion Mitchell as M. E. H. P., *pro tempore*. Permanent organization was then effected, with the following officers: Reuben Taylor, M. E. H. P.; Reuben Cleveland, E. K.; D. F. Wilson, E. S.; W. M. Egan, C. of H.; T. T. Gurney, P. S.; George Cowper, R. A. C.; J. P. Cheeny, treasurer; G. R. Smith, secretary; J. T. Holt, G. M. 3d V.; E. B. Stevens, G. M. 2d V.; J. E. Church, G. M. 1st V.; and I. P. Hatfield, tiler. The last meeting of the Chapter, U. D., was held September 10, 1858.

Reuben Taylor

On October 1, 1858, the charter was issued to Washington Chapter, with the number 43, and on October 22, 1858, the chapter was duly constituted by the Grand Royal Arch Chapter, with the following officers and members: *Reuben Taylor, H. P.; Reuben Cleveland, K.; Doctor Franklin Wilson, S.; W. M. Egan, C. of H.; T. T. Gurney, P. S.; George Cowper, R. A. C.; W. H. B. Warren, M. 3d V.; E. B. Stevens, M. 2d V.; ———, † M. 1st V.; J. H. Gest, secretary; Lucian P. Cheeny, treasurer; I. P. Hatfield, tiler. Members: John T. Holt, John K. Russell, W. B. Milne, W. T. Muir, Samuel W. Yawkey, Adolphus Baedeker, James B. Eason, Joseph Porter Lowe, William P. Wright, Henry Curtis, William Henry Lyon Wilber, John E. Clague, Ira Goddard, A. J. Bird, Charles Tunncliffe, I. S. Chamberlain, J. M. Chamberlain, H. T. Porter, John Adams, Nathan Ward Huntley, John H. Dart, W. H. Pomeroy and B. F. Robbins. The charter members were Reuben Taylor, Reuben Cleveland, Doctor F. Wilson, Wiley M. Egan, T. T. Gurney, J. E. Church, Lucian P. Cheeny, William B. Milne, John T. Holt, Samuel W. Yawkey, Adolphus Baedeker, J. K. Russell and Enoch B. Stevens. The High Priests have been as follows since the institution of the Chapter: Reuben Taylor, 1858-59; Reuben Cleveland, 1860; Wiley Michael Egan, 1861-63; Nathan Ward Huntley, 1864; George Henry Gibson, 1865-67; Ammi Merchant Bennett, 1868; Peter Button, 1869; Arthur Rollin Heber Atkins, 1870-71. The first petition received was that of A. H. Heald; the first Mark was conferred on Friday evening, January 22, 1858; the first Passing of the Chair done on Friday evening, February 19, 1858; the first Most Excellent Master's degree conferred on Friday evening, April 9, 1850, and the first team that received the Royal Arch was composed of Charles E. Tunncliffe, A. J. Bird and J. M. Chamberlain. The first death of a companion is registered as that of Ira S. Chamberlain on January 1, 1862. This chapter met at the West Side Masonic Temple, at the time of the fire, and suffered no loss thereby.

REUBEN TAYLER was born at Alburg, Grand Isle Co., Vt., on May 3, 1798. About the year 1820, he removed across the line into Canada, where he married Miss Paulina Eddy. In 1838, he came to Chicago, and immediately entered a small piece of land in what is now the vicinity of Ashland Avenue and West Madison Street. Ashland Avenue was first called Reuben Street, after Mr. Tayler's Christian name, and the changing thereof to Ashland Avenue was the great grievance of the old gentleman's sincere, honest, earnest, yet simple, life. For several years he farmed his plot of ground; but perceiving the future of Chicago, he went into the real-estate business, and remained therein until about 1875, when he retired from active business. He was the prime cause of the laying out of Union Park, and was in all matters pertaining to the good of the city, an indefatigable worker. He was a member of the Episcopal Church, and was for thirty years warden of the Church of the Atonement, which subsequently became a part of St. Andrew's Church; of this latter congregation he was a member at the time of his death. He was an active man, had a happy and kindly disposition, was a general favorite, and loved Freemasonry with all the fervor of a true, single, pure-hearted man. At his request, however, there was no display at his funeral; unostentatious to the last, the oldest Mason in Chicago was laid to rest without

* The General Grand Chapter of the United States held its session at Chicago on September 1, 1859.

* Proceedings Grand Royal Arch Chapter of State of Illinois, Alton, Ill.; printed by Companions Balthache & Dolbee, 1861. Chicago Historical Society.
† The hand-book of the chapter cites J. E. Church as G. M. 1st Vail.

the ceremonies which the fraternity would so gladly have paid to his remains, as a tribute of their honor and affection. He left a wife and four children—Mrs. Dr. W. R. Griswold and Mrs. M. Griswold, of Chicago, Mrs. E. L. Haning of Wisconsin, and C. M. Tayler, of Colorado. Of him, Gilbert W. Barnard thus wrote: "*Died, in Chicago, May 7, 1884.*" This is written the alpha and omega of one who for many years was among the most active workers in the Masonic field in this Valley. He was made a Master Mason in Nelson's Lodge, No. 14, Lower Canada, on April 18, 1820, of which lodge he was Master for several years. In the same town he received the degrees of Capitular and Cryptic Masonry. He was a charter member of LaFayette Chapter, No. 2, R. A. M., and the first high priest under the charter of Washington Chapter, No. 43, in Chicago. He was created a Knight Templar in Apollo Encampment, No. 1, on July 25, 1845, and of this body was commander in 1853. At the organization of the Grand Commandery of Illinois in 1857, he was selected to fill the office of grand prelate. The grades and orders of the Ancient Accepted Rite were conferred upon him September 2, 1856, he being among the first who were advanced to that high grade in this State. As captain in the militia in Canada for many years, and filling the office of trustee of schools, as well as minor offices in the church and parish, Keuben Tayler obtained the confidence and high regard of all who knew him. This confidence and esteem was fully retained in this city, so long his home, where his duties as an officer under the City, State and General Government were ever discharged with the strict integrity of an honest, faithful and painstaking official. For more than thirty-two years he had held the office of senior warden in the Episcopal Church, and to him the office was no sinecure—full well did he discharge the duties of a consistent, Christian, God-fearing man. After eighty-six years of useful life he has gone. Home, and the respect of honest citizens, the love of fraternal brethren, and the prayers of his fellow-Christians do follow him.

CORINTHIAN CHAPTER, No. 69.—On December 14, 1863,* a dispensation was granted to this chapter, naming Frank G. Greene as high priest, George W. Wood as king, and Henry Turner as scribe. On October 7, 1864, a charter was issued to Corinthian Chapter, No. 69, and on October 12, 1864, the following officers were installed: Frank G. Greene, high priest; George W. Wood, king; Henry Turner, scribe; C. R. P. Wentworth, treasurer; E. N. Edwards, secretary; C. W. Wentworth, captain of the host; S. S. Greer, principal sojourner; Eli Wood, royal arch captain; George M. Ingersoll, master 2d V.; H. J. Gilmore, 2d V.; W. H. Tunniff, 1st V.; J. C. Burchett, tyler. Members: W. W. Armstrong, John Anderson, P. M. Almio, J. M. Beecher, J. V. Bent, Morris A. Baxter, John H. Clybourn, Peter Cochrane, J. B. Doggett, S. H. Donaldson, Robert Donaldson, J. B. Donner, F. T. Engstrom, Edward N. Edwards, R. F. Farr, W. O. Frazer, Frank G. Greene, Hugh J. Gilmore, S. S. Green, John H. Green, George M. Ingersoll, N. P. Loberg, George S. Lee, J. McMorrine, Timothy Mahoney, Thomas E. Miller, Jesse Minot, Joseph T. Moulton, W. T. Potter, Thomas D. Randall, A. H. Robinson, S. H. Smith, W. D. Smith, Moses Shield, W. P. Spaulding, Charles Stephens, Henry Turner, W. H. Tunniff, C. R. P. Wentworth, Thomas Willis, C. L. Woodman and W. C. Hunt. Corinthian Chapter was burned out in 1871, and occupied the hall of Washington Chapter, No. 43.

WILEY M. EGAN CHAPTER, No. 126.—This chapter was named in honor of the celebrated Mason, Wiley Michael Egan, and received its dispensation of date January 20, 1868. The three principal officers were—J. E. Church, high priest; D. A. Starrett, king; T. C. Hatch, scribe. Its rooms were at the corner of Twelfth and Clinton streets. On October 9, 1868, a charter was issued to this chapter, and on October 16, 1868, the following officers were duly installed: J. E. Church, high priest; D. A. Starrett, king; T. C. Hatch, scribe; J. H. Paddock, captain of the host; C. Mahoney, principal sojourner; J. Evans, royal arch captain; W. B. Ryan, master 3d V.; A. J. Bird, master 2d V.; O. L. Parker, master 1st V.; John Wallwork, treasurer; W. S. Powell, secretary; John Link and William Godman, stewards; E. Stevens, tyler. Members: A. J. Bird, R. J. Colburn, J. Corcoran, J. E. Church, Thomas Darby, H. C. Dewey, John Evans, John V. Gray, J. F. Gregory, William Godman, T. C. Hatch, William Hearndon, J. M. Hildreth, J. K. Hogan, O. E. Kimball, James M. Lincoln, John Link, C. Mahoney, James H. Paddock, O. L. Parker, Eli Payne, Thomas W. Perry, Addison Phillio, William S. Powell, William B. Ryas, George A. Ross, D. A. Star

rett, Edward Stevens, Charles Van Campen, John G. Vibert, John Wallwork, W. W. Washburn, J. D. Wilson, George H. Young.

WILEY M. EGAN commenced the insurance business in 1857, in connection with his vessel agency, and represented—during those early years—many marine insurance companies, among them the Corn Exchange, Mercantile Mutual, of New York, and Pacific Mutual, of New York, and has made that branch of the business a specialty since that date. He now represents the Boston Marine, Detroit, Mercantile, of Cleveland, and Buffalo, of Buffalo, the aggregate assets of which companies amount to two and one-half millions. Necessarily, during his twenty-seven years of experience as insurance and vessel agent, Mr. Egan has become widely known among the commercial circles of the city, but he is even more extensively recognized as one of Chicago's most prominent Masons, having taken the various degrees specified, as follows: Master Mason, in Garden City Lodge, No. 141, on September 7, 1855; the Royal Arch, on February 23, 1857; Royal and Select Master, on July 16, 1861; Knight Templar, on October 27, 1857; 32° on April 22, 1864; and the honorary 33° in the Supreme Council for the Northern Jurisdiction of the United States, on June 18, 1870. He was master of Cleveland Lodge, king and high priest of Washington Chapter, No. 43, grand high priest of the Grand Chapter, commander of Chicago Commandery, and grand commander of the Grand Commandery of Knights Templar of Illinois. He was also a member of the Masonic Relief Committee, after the fire of 1871, and has been elected grand treasurer of the Grand Lodge and Grand Chapter of Illinois, for four successive years. He was born in Ballston, N. Y., on August 1, 1827, and came to Chicago on October 9, 1836, with his parents. He was married, on November 28, 1849, to Mary P. Helm, who was born in the town of Essex, N. Y., on January 10, 1828. They have had the following children: William Everett, died October 28, 1853; Marian Louisa, Helm Isabel, George Clarence, and Charles Wiley. Mr. Egan was president of the Board of Trade, from 1867 to 1868. He was a member of the General Assembly of Illinois, from the Ninety-fifth District, or West Chicago, commencing January 1, 1871, and ending December 31, 1872. This Assembly was the first to enact laws under the State Constitution adopted in 1870. He has been identified with the commerce of the lakes, as sailor and master, from 1842 until 1853, and as the owner of sail and steam vessels since 1853. During this period he has built and owned some of the finest and best vessels on the lake. In connection with his business as commission merchant, he, for several years, shipped over five million bushels of grain per year. His notes have never been discounted, and his bills are always promptly paid—commercial integrity having been his invariable characteristic. He has been, for many years, an attendant, with his family, at the Union Park Congregational Church, and has been intimately identified with its success.

CHICAGO CHAPTER, No. 127.—On February 16, 1868, a dispensation was issued to Home Chapter to hold meetings at the corner of Cottage Grove Avenue and Twenty-third Street, and to have, for its principal officers, Enoch B. Stevens, H. P.; Moore Conger, K.; and Gardner S. Barstow, S. On October 9, 1868, a charter was issued to this chapter, with the number 127, and the name was changed, pursuant to petition of its members, to Chicago Chapter. The charter members were Enoch B. Stevens, Moore Conger, Gardner S. Barstow, W. E. Wheeler, H. N. Hurlbut, B. B. W. Locke, George T. Williams, John Start, Thomas Nichols, John H. Bowers, Isaac Eldridge, Thomas W. Anderson, William T. Baker, T. H. Patterson, N. H. Warren, Isaac Parker, Frank B. Tucker, R. H. Bingham, W. H. Jenkins, D. F. Crilly, E. M. Horton, Jacob Richman, J. R. Hoxie, A. M. Hogle, J. W. Mills, S. C. Mix, L. A. Pierce, D. R. Crego, George T. Cooke, William Aldrich, D. W. Sutherland, S. L. Rodgers, Hugh Logan, H. F. Holcomb, E. J. Whitehead, W. O. Wirt, George Wirt, Sanford Green, J. G. Wustum, W. B. Hooper, M. A. Thayer, George M. Houghton, George McElwain, and Julius Wooster. The first officers under the charter were installed on October 17, 1868, by the M. E. G. H. P., and were—Enoch B. Stevens, H. P.; Moore Conger, K.; Gardner S. Barstow, S.; William E. Wheeler, C. H.; H. N. Hurlbut, P. S.; Jacob Richman, R. A. C.; G. T. Williams, M. 3rd V.; C. M. Bostwick, M. 2d V.; S. L. Rodgers, M. 1st V.; T. W. Anderson, treasurer; B. B. W. Locke, secretary; N. H. Warren and Thomas Nichols, stewards; and Isaac Parker, tyler. The high priests prior to 1872 were Enoch B. Stevens, 1868; G. S. Barstow, 1869-70; William Aldrich, 1871.

YORK CHAPTER, No. 148.—Union Park Chapter was constituted by dispensation from A. A. Murray, grand high priest, on November 22, 1870, and, on October 6, 1871, it received its charter, with the number 148, and its name was changed to York Chapter. The officers under dispensation were George F. Letz, M. E. H. P.; W. U. Thwing, E. K.; K. A. Hunton, E. S.; William Kerr, C. H.; William Law, Jr., P. S.; John Whitely, secretary; G. P. Randall, treasurer; William R. White, R. A. C.; John S.

* On July 1, 1863, Asboth Military Chapter received a dispensation from the Grand Chapter of Illinois, such chapter being connected with the Second Regiment of Artillery. The first officers were—S. O. Vaughan, H. P.; A. A. Clark, K.; L. J. W. Underhill, S.; P. W. T. Vaughan, P. S.; and members C. S. Becker, C. W. Brooks, A. Cunningham, R. Crawford, E. E. Cobwell, A. Hathaway, T. H. Hyde, R. M. Henderson, J. G. Hobert, P. McAndrew, J. McBerney, J. H. McKay, J. E. New, A. M. Rutledge, J. M. Sprout, John Saylor, C. B. Throop and J. H. Williams.

† This year the Grand Chapter decreed that no more Chicago chapters would be allowed without the consent of the three chapters then in the city.

White, G. M. 3d Vail; J. H. Flowman, G. M. 2d Vail; J. H. Windsor, G. M. 1st Vail; and C. F. Decatur, tyler. The charter members were G. F. Letz, William U. Thwing, K. A. Hunton, J. R. Wilkins, S. G. Wilkins, A. D'Anguera, G. P. Randall, William R. White, John S. White, J. S. McFarland, Ludwig Wolff and Abraham Knisely. The charter was in the hands of the grand secretary at the time of the fire of 1871, and was destroyed. Upon the re-issue of the charter, in lieu of the one destroyed, the name of Abram Knisely was, through some inadvertence, omitted, and to, so far as possible, atone therefor, Companion Knisely was made an honorary life-member. On the organization under the charter, the following officers were elected: George F. Letz, M. E. H. P.; W. U. Thwing, E. K.; K. A. Hunton, E. S.; William R. White, C. H.; J. R. Wilkins, P. S.; Charles Perkins, secretary; Daniel Barclay, treasurer; J. S. White, R. A. C.; J. C. Cluett, G. M. 3d Vail; W. M. Wright, G. M. 2d Vail; E. M. Jarrett, G. M. 1st Vail; William Coe, tyler. This chapter did not suffer directly by the fire of 1871, in any loss of property, but the loss of the records in that fire entailed a diminution of their recorded membership, as, in 1871, there were fifty-three members, and the ensuing year but forty-five, notwithstanding which, three had been exalted during the interval, making the membership of 1871, actually fifty-six. To make their discrepancy tally with the actual membership that appeared after the fire, eleven were classified as demitted, and the Grand Chapter adopted forty-five as the number of members of York Chapter, No. 148.

R. & S. M.

CRYPTIC MASONRY.

CHICAGO COUNCIL, No. 4, R. & S. M.—The principal officers of this body have been: Hosmer A. Johnson, T. I. G. M., 1858; George W. Deering, 1859; Henry C. Ranney, 1861; Sidney E. Locke, 1862; E. W. Jones, 1863; James H. Miles, 1864-71. This council met at the Masonic Temple on Dearborn street, and was there burned out in 1871.

K. T.

KNIGHTS TEMPLAR.—Some interest attaches to the proceedings of the Grand Commandery, other than the edicts that are promulgated for the government of subordinate commanderies, and that is in the list of the grand officers, on account of the number of Chicago Masons who have held position therein. The limits of this topic preclude any list save that of the grand commanders, since the organization of the grand body. These have been James Van Zandt Blaney, 1857-58; Josiah Hunt, 1859; Hosmer Allen Johnson, 1860-61; George W. Deering, 1862; William H. Turner, 1863; Nathan F. Prentice, 1864; Henry C. Ranney, 1865; George C. Lanphere, 1866; Vincent L. Hurlbut, 1867; Jerome R. Gorin, 1868; Charles E. Munger, 1869; John M. Pearson, 1870; Wiley M. Egan, 1871.

The Triennial Conclave of the Grand Encampment of the United States was held for the first time in Chicago on September 13, 1859. William Blackstone Hubbard, of Columbus, Ohio, Grand Master, arrived in the city on September 12, and was honored by a special escort of Apollo Commandery, No. 1, from the depot to the Tremont House. The guests at the Conclave were under the charge of State Grand Commander James V. Z. Blaney; and right worthily he dispensed his chivalric hospitality. A banquet at the Tremont House was one of the features of the occasion. Fuller details of this Conclave are almost impossible of attainment; copies of the proceedings of the Conclave are very rare, and the newspapers of that period are filled to repletion with the proceedings of the National Fair, held at that time, and give the Conclave only cursory mention.

APOLLO COMMANDERY, No. 1.—The Eminent Commanders from 1858 to 1871 were—William Wallace Mitchell, 1858-59; George Wade Deering, 1860-61; Henry Collins Ranney, 1862; Vincent Lombard Hurlbut, 1863-64; Benjamin Franklin Patrick, 1865-66; Vincent Lombard Hurlbut, 1867; Theodore Tuthill Gurney, 1868-69; Charles Homan Brower, 1870; Eugene Burrill Myers,

1871. The commandery was destroyed at the time of the fire, and out of \$12,000 insurance recovered \$250. The first place of meeting after the fire was at the West Side Masonic Temple. The first annual festival and banquet of Apollo Commandery was held at the Briggs House, on February 9, 1864, of which the following eminent Masons formed the committee of arrangements: Vincent Lombard Hurlbut, Wiley Michael Egan, James Smith, Benjamin Franklin Patrick, Joseph Addison Montgomery, Ammi Merchant Bennett and George Warren Pettee. The banquet was a prominent success, and was the inaugural ceremony that has ushered into the experiences of the commandery a long line of such occurrences.

CHARLES ROBERT STARKWEATHER.—The proceedings of the Supreme Council, 1868, Northern Jurisdiction, contain an eulogy delivered by Ill. Bro. Vincent L. Hurlbut, on Ill. Bro. Charles Robert Starkweather, who died August 27, 1867, from which the following is taken: "Bro. Starkweather was born in Fabius, N. Y., May 8, 1816. Of his early life, I have no knowledge, but, as the child is father to the man, we may safely believe it to have been singularly pure and upright. In 1838, he selected Chicago as his home, and thenceforward his life and enterprises were blended with the growth of the most wonderful product of our Western civilization. Soon after his removal to Chicago (the precise date I have not been able to learn),* he was made a Master Mason. In 1841, he married Miss Mary Eager, of Massachusetts. I find upon our records that he received the Order of the Temple, in Apollo Commandery, No. 1, Chicago, June 13, 1845. He received the Ineffable degrees in New York, and when the several bodies were organized in Chicago, he was placed at their head. He took the 33^d, May 15th, 1857, in Boston, and in May, 1860, was elected to the office of Grand Minister of State, and appointed Deputy for the States of Illinois and Wisconsin. It is the highest praise we can give to him to say, that in all the Masonic positions he occupied, from the lowest to the highest, he acquitted himself with rare discrimination, wisdom and fidelity. To him Masonry was a sacred and invaluable treasure, a divine force and providence among men, and it formed a prominent part of his life and religion. No man ever came with purer heart or cleaner hands to lay upon its sacred altars the offerings of manly, Christian conviction and obligation. In hours of conflict and peril, now happily ended, he was forbearing and generous, always ready to give wise and prudent counsel, desirous that all unhappy differences might cease, that we might, with one heart and one mind, pursue our calling and purpose. In hours of private grief, when the clouds of bereavement gathered over his heart and home, and he walked through the bitter baptism of tears, the tenets of our sacred Rite were a balm to his afflicted spirit. In the closing days of his life, when disease was doing its fatal work, he was cheerful and resigned, for he had, years before, chosen God for his refuge and guide, and he gathered new joy from the spirit and companionship of our sacred Rite. To those of us who knew the peculiar private trials which beset his Masonic career, his steadfastness and devotion were above all praise. These trials and obstacles, which charity would gladly hide, prevented us from giving to him, in his last days, that watchful care and attention it would have been a pleasure for us to bestow, but we did all that we could to soften his dying pillow and discharge our solemn duty at his grave. ** Since his departure, new beauties of his life and character have been daily unfolded to our view, as the widow, the fatherless and the unprotected, whose lives he blessed, into whose lonely heart and lot he bore the cheerful courage of his manly aid and sympathy, have come with trembling lip and fearful eye to bear testimony to his goodness, and lay their humble tribute of grateful love upon his grave. * * One of his latest deeds was in beautiful harmony with his whole life, as he bequeathed one-fourth of his large estate to charitable purposes." A Lodge of Sorrow was held at Irving Hall, N. Y., commemorative of the decease of Bro. Starkweather and two other deceased brethren. Mr. Starkweather, at his decease, left the following children: Ralph Edward Starkweather, of Chicago; Julia Maria Starkweather (Mrs. Edward G. Mason); Charles Huntington Starkweather, of Chicago; Chauncey Clarke Starkweather, of New York City; and Frank Henry Starkweather, of Beloit, Wis.

NORMAN THEODORE GASSETTE was born in Townsend, Vt., on April 21, 1839, and with his parents, Silas B. and Susanna P. (Martin) Gassette, came to Chicago from Springfield, Mass., in December, 1849. Here he attended the Garden City Institute under Professors H. H. Lee and Snow, and subsequently was a pupil in Professor Hathaway's academy. He afterward received private instructions from Professor Alonzo J. Sawyer, and thus continued his studies up to his seventeenth year, when he entered Shurtleff College, Alton, Ill., and one year later the Atwater Institute, Rochester, N. Y., under Professors Benedict Dexter, Satterlee and Kendrick, finally completing his education by taking the entire curriculum of Harvard University, under private tutors. At the breaking out of the Rebellion, Mr. Gassette responded with patriotic promptness to his country's first call. On June 17, 1861,

*The Grand Council R. & S. M. convened at Chicago on October 5, 1871.

** December 2, 1841, vide volume 1, page 508.

he was mustered into service as a private of Co. "A," 19th Illinois Volunteer Infantry, and left with his regiment for the field in July following, the first assignment near the enemy's line being in Missouri. It is unnecessary to give a detailed account of his personal services and experiences. Throughout the term of his enlistment, he bore himself with that unflinching bravery and fortitude which mark the true soldier. In 1862, he was promoted to the rank of first lieutenant, and to the position of aide-de-camp. For gallantry in action at Chickamauga, he was recommended for the brevet rank of lieutenant-colonel, by his brigade, division and corps commanders. He was mustered out of the service in October, 1864. In 1866, having completed a course of legal study in the law department of the University of Chicago (now the Union College of Law), he was admitted to the practice of his chosen profession. He was soon after appointed deputy county clerk, under General Edward S. Salomon, which position he held from 1866 to 1868. During this period of his service, he had charge of the court records. In the fall of 1868, he was nominated by the Republican County Convention for election to the office of clerk of the Circuit Court and, ex officio, recorder of deeds, being elected by an overwhelming majority. This was a "fee office" at the time, and very remunerative. Immediately after his retirement, in December, 1872, the duties of the clerk and recorder were separated and two offices created. During Mr. Gassette's term of service, and up to 1873, he was active in politics, being one of the most efficient workers in the Republican party. He was chairman of seven campaign committees, and held the same position on the C. B. Farwell campaign committee during the exciting Farwell-Wentworth contest in the first congressional district. Since 1873, he has not actively participated in politics. Mr. Gassette was made a Master Mason in 1864, in Blair Lodge, No. 393; from which he received a demit, and then affiliated with Home Lodge, No. 508, of which he is still a member. He became an ardent worker, and, inspired by the beauty and strength of the very threshold of the great moral temple, sought, with as little delay as possible, to penetrate the hidden mysteries within. He is at present a member of La Fayette Chapter, No. 2, R. A. M., Apollo Commandery, No. 1, K. T., and of Oriental Consistory, 32°, S. P. R. S. His most arduous Masonic work has been done as a Knight Templar, in and through the Apollo Commandery, of which he became a life-member on June 15, 1866. He has, since that time, been more highly honored in the bestowment of positions of trust and authority than any other Sir Knight during the forty years embraced in the annals of the Commandery. He was elected prelate in June, 1874, serving two terms. In December, 1875, he was chosen generalissimo; and, in December, 1876, was first elected eminent commander. He was re-elected to this office in 1877-78-79-80, and again, in December 1881, and December, 1882, serving six years as the eminent commander of what became, under his administration, the largest Masonic Templar body in the world; and is now grand senior warden of the Grand Commandery of Illinois. Space will not admit even an imperfect sketch of the work performed by Mr. Gassette. The history belongs, especially to the Commandery, and, as recorded, constitutes its brightest annals of progress—from poverty to solvency, from weakness to strength, from diversity in council to unity in fraternal thought and knightly fellowship. In 1880, the Twenty-first Triennial Conclave of the Grand Encampment of Knights Templar was held in Chicago, which occasion was made memorable by the largest gathering of Knights ever witnessed on this continent. The burden of entertaining the vast concourse, gathered from every State in the Union, fell upon the Apollo, Chicago, and St. Bernard Commanderies of the city. Mr. Gassette, then being eminent commander of Apollo Commandery, was also chairman of the joint committee of management, chosen by the representatives of the three commanderies, and also the Grand Commandery of Illinois; and in this capacity, became the controlling and directing power in devising and executing the vast plans necessary to render the immense Conclave a success. He thus bore the greater burden of responsibility, and, with the honor thus thrust upon him, came, in like measure, the brunt of inevitable captious abuse. That his efforts were crowned with full success, was evinced in the innumerable letters of thanks and other testimonials received by him from the returned guests and commanderies, from all parts of the country, as well as by the expressions of approbation given him by his co-workers on the managing committee, and by the resolutions adopted by Apollo Commandery, and the Grand Commandery of Knights Templar of the State of Illinois. In 1883, Apollo Commandery, No. 1, K. T., having received from the Right Eminent Grand Commander of Illinois a dispensation to leave his grand jurisdiction, and one from the Grand Commander of New York, permitting Apollo Commandery, K. T., to invade the grand jurisdiction of New York, for the purpose of embarkation, and a dispensation from the Most Eminent Grand Master of the Grand Encampment of Knights Templar of the United States of America, permitting the Commandery to visit foreign countries, in July, it

sailed on the City of Rome, with one hundred and forty Templars under its beausant, and about twenty ladies, for this notable foreign tour. This was the largest Masonic body that ever crossed the ocean, and Mr. Gassette was in command. They were most royally received in London, Liverpool, York, and other large cities, and returned with the pleasures of their long fraternal tour unalloyed by accident or loss, reaching Chicago September 17, 1883. Mr. Gassette has achieved a national reputation among American Masons of high degree. His Masonic record is the peculiar property of the order, and by its members it will be kept untarnished long after he shall have joined the Celestial Lodge of the Grand Master above. The surviving members of Mr. Gassette's family are, his wife and two children—one son, Wirt Knickerbocker; and one daughter, Grace. To summarize the life of Mr. Gassette, it may be said that he is a man of excellent moral, social and commercial standing, of keen literary tastes and comprehensive literary talents; and in the many of the offices which he has filled, he has demonstrated inflexible rectitude of character, honesty of purpose, and perfect capacity.

CHICAGO COMMANDERY, No. 19.—This commandery was organized under a dispensation from R. E. Sir Henry C. Ranney, Grand Commander of Illinois, dated January 15, 1866; and was chartered October 23, 1866, with the following charter members: Arthur Kollin Heber Atkins, Ammi Merchant Bennett, Charles Carroll Bonney, Frederic Augustus Bryan, Charles Ellery Chase, Edgar Mantlebury Doolittle, Wiley Michael Egan, John Chapman Fuller, George Gardner, George Henry Gibson, James Henneshees, Edward Clarence Hubbard, Nathan Ward Huntley, James H. Johnson, George Frederick Letz, Charles McFarland, Joseph C. Perrett, Ambrose Plamondon, Moses W. Powell, Edmund Richard Pitman Shurley, John Spry and Truman Warren Steele. The commandery was constituted as Chicago Commandery, No. 19, Knights Templar, by Past Grand Commander H. C. Ranney, as proxy for R. E. G. C., on November 5, 1866, Anno Ordinis, 748, the following being the first officers: Wiley M. Egan, eminent commander; George Gardner, generalissimo; Ammi Merchant Bennett, captain-general; John Chapman Fuller, prelate; George Frederick Letz, senior warden; Charles McFarland, junior warden; George Henry Gibson, treasurer; John Whitley, recorder; Arthur Kollin Heber Atkins, standard bearer; James Henneshees, sword bearer; Edward Clarence Hubbard, warden; and Moses Gray, captain of the guard. The Eminent Commanders have been, up to 1872, Wiley Michael Egan, 1866-67; George Gardner, 1868; Ammi Merchant Bennett, 1869; George Henry Gibson, 1870; Charles McFarland, 1871. This commandery met at the West Side Masonic Temple, at the time of the fire, and no loss was entailed upon its members by the conflagration, the only charge being on its hospitality, which was unstintingly exercised.

ST. BERNARD COMMANDERY, No. 35.—This commandery was organized under dispensation dated February 10, 1870, and received its charter under date of October 26, 1870. The following were the first officers of the commandery: Edward Nelson Edwards, commander; Francis Asbury Hayden, generalissimo; Louis Schaffner, captain-general; Gilbert Wadsworth Barnard, prelate; Thomas Eaton Miller, treasurer; John Oscar Dickerson, recorder; Horace King Beecham, senior warden; William Radcliffe Melville, junior warden; Dennis Ward, sword bearer; John Woodman, standard bearer; Henry Turner, warden; John Porter Ferns, captain of the guard. The commandery had but just thoroughly organized and had entered upon a career of greatest promise, when the fire of 1871 burned up its asylum, records and paraphernalia.

HIRAM FRANCIS HOLCOMB, one of the early citizens of Chicago, is the son of Hiram and Marcia Holcomb, of Windsor, Conn., was born December 11, 1834. Until he was fourteen years of age, he attended the public schools of his native town, and then entered the employ of Rogers & Brothers, the original silver-platers of this country, with whom he remained two years. At the expiration of that time, he went to Philadelphia, and was connected with Filley & Mead three years, also with Bailey & Kitchen and Bancroft, Redfield & Rice, of the same line of business, until 1857, when he came to this city. At that time, the only establishment in Chicago engaged in silver-plating was that of L. A. Hamblin, Nos. 47-49 State Street. He was engaged by Mr. Hamblin, and remained with him four years, during which time some of the first burnished work produced in this city was turned out of the establishment. After a short residence in Chippewa Valley, Wis., he returned and entered the employ of Jessup, Kennedy & Co., then occupying quarters at the corner of South Water Street and Fifth Avenue, and, in 1864, began business for himself at No. 1000 Clark Street, continuing there until the close of the war. Upon disposing of his business to Jones, Pickard & Co., he was connected with the Chicago Nickel Works until 1882, and, while with them, introduced the art of nickel-plating, and produced the first work made in Chicago. He then organized the Holcomb Manufacturing and

Silver Plating Company and began business at No. 211 Randolph Street, moving to his present location in the spring of 1855. Mr. Holcomb was married to Miss Ellen Peterson, of Chicago, December 11, 1861, and has one daughter, Nellie H. In closing this brief sketch, mention should be made of the fact that Mr. Holcomb has always taken a prominent social as well as business position in Chicago; he has been actively and prominently connected with the Masonic and Odd Fellows fraternities for many years, and is to-day an honored and esteemed member of both these orders. He was raised in Garden City Lodge, No. 141, in 1864; two years later was elected its senior warden, and, in 1868, became its W. M., serving as such two years. From 1869 to 1872, he was grand secretary; in 1871, was D. D. G. M., 1st district; and, in 1874, was elected W. M., and served three years. He took the degrees in Washington Chapter, No. 43; is a member of St. Bernard Commandery, also of Oriental Consistory, 32°, S. P. R. S.; and, in 1860, was elected and served as M. W. P. M. of Rose Croix Chapter, for three years. In the order of Odd Fellows, he is no less prominent; was made an Odd Fellow in Elizabethport Lodge, No. 116, Elizabeth, N. J., in 1859, and passed the chairs in Old Union, No. 9, of this city. He is now a member of Home Lodge, No. 416, and of Chicago Encampment, No. 10. He has also represented Union and Home lodges in the Grand Lodge of the State for the past ten years, and is one of the charter members of the latter named subordinate lodge.

A. & A. S. R.

Like all contemporaneous history covering the epoch treated of in this volume, the narrative of the Ancient and Accepted Scottish Rite is one of progress and healthy growth. From the report of the Supreme Councils for various years, the following figures are collected; they are insufficient and few, but, during the period of internecine strife, reports appear to have been lacking, or, if they were rendered, were lost amid the bickering then prevailing. In 1857, Van Rensselaer Grand Lodge of Perfection had sixteen members, and Illinois Council Princes of Jerusalem, Gourgas Chapter of Rose Croix and Occidental Sovereign Consistory, eleven members in each body. In 1858, Van Rensselaer had twenty-eight, Princes of Jerusalem, twenty-three, Rose Croix twenty-two, and the Consistory twenty-three members. In 1860, the Lodge of Perfection and the Consistory reported the same numbers of members, and that no work had been performed by them; the Council reported twenty-four members, no report being made by the Chapter. In 1861, the Grand Lodge had twenty-members, and the Council and Consistory had twenty-four each. In 1862, the Council alone reports twenty-five members, and the Supreme Council report states that "the principal officers and active members of the Philadelphia, Pittsburgh, Cincinnati and Chicago bodies, being engaged in patriotic duties, have made no returns." Subsequent to 1862, no reports of the number of members are promulgated.* The figures given, however, will exhibit that in those years "the day of small things" was at its acme in the Valley of Chicago.

In 1861, the number of active 33° in the Northern Jurisdiction of the United States was increased from nine to thirty-three, and of this number Illinois received three. In this year also originated the schism in the members of the Supreme Council, whereby one Grand East was established at Boston and the other at New York. Of these troubles it is unnecessary to speak, as time has healed the dissensions and obliterated the scars. On November 10, 1866, however, Chicago Lodge of Perfection, was organized under a dispensation from Walter Augustus Stevens, and, subsequently, Chicago Council Princes of Jerusalem, Cœur de Lion Chapter of Rose Croix, and Chicago Consistory, 32°, S. P. R. S., were formed. This Consistory was the first in the northern jurisdiction of the United States to fully

equip with the regalia of the 32°. Thus there were two Consistories, Chapters, Councils and Grand Lodges of Perfection in the Ancient and Accepted Rite, until March 23, 1871, when a consolidation was made—Van Rensselaer and Chicago Grand Lodges of Perfection being united under the name of Van Rensselaer; Illinois and Chicago Councils Princes of Jerusalem, being united under the name of Chicago; Gourgas and Cœur de Lion Chapters of Rose Croix de H-R-D-M, being united under the name of Gourgas; and Occidental and Chicago Consistories being united under the name of Oriental.

The new bodies occupied apartments in the old Masonic Temple, on Dearborn Street, until the fire destroyed their regalia and paraphernalia, valued at about \$10,000. Immediately after the fire, the various bodies met at the corner of Cottage Grove Avenue and Twenty-third Street, and subsequently in the West Side Masonic Temple.* From the annual report of Deputy Vincent L. Hurlbut the following excerpts are taken:

CHICAGO, Nov. 11, 1871.

To the SUPREME COUNCIL of Sovereign Grand Inspectors-General of the Thirty-third Degree of the A. & A. Rite, Northern Masonic Jurisdiction, U. S. A.

Standing amid the ashes of desolation and the ruins of all the accumulated treasures of the Masonic bodies of this city, with letters, manuscripts, and everything destroyed (except a few copies of the printed proceedings of our Council of Deliberation, herewith submitted as a part of this report) which could aid me in the discharge of the official duty I owe to the Supreme Council, you will generously receive this partial and meager report of the Rite in the District under my jurisdiction. In obedience to the recommendation of the Supreme Council, I have done all in my power to effect a consolidation of the various bodies of the Rite in this District, and am happy to be able to report progress. In this city (Chicago), the effort for consolidation has been crowned with the most gratifying and complete success. In securing this result, we have been zealously assisted by the following illustrious brethren, without whose aid we should have failed: Hosmer A. Johnson, 33°; Henry C. Ranney, 33°; Gilbert R. Smith, 33°; Eugene B. Myers, 33°; Charles H. Brower, 33°; T. T. Gurney, 32°; Gilbert W. Barnard, 32°; J. H. McVicker, 32°; Hiram F. Holcomb, 32°; Fred. A. Wheeler, 32°; R. Cleveland, 32°.

The presiding officers of the four bodies that were originated at the period of the conflict of jurisdiction, appear to have been

Chicago Consistory, No. 1: John D. M. Carr, 1865-70. Chicago Council, No. 1: A. C. Millard, 1865-69; S. A. McWilliams, 1870. Cœur de Lion Chapter: H. C. Berry, 1865-67; J. Ward Ellis, 1868-69; H. F. Holcomb, 1870. Chicago Lodge of Perfection: W. E. Wheeler, 1865-67; Walter A. Stevens, 1868; Henry A. Austin, 1869; Reuben Cleveland, 1870.

The following gives the presiding officers of the other four bodies:

Occidental Consistory: Charles R. Starkweather, 1858-62; Hosmer A. Johnson, 1863-67; Benjamin F. Patrick, 1868; Vincent L. Hurlbut, 1869-70; Henry C. Ranney, 1871. Gourgas Chapter: Charles R. Starkweather, 1858-63; Henry C. Ranney, 1870; H. F. Holcomb, 1871. Van Rensselaer Grand Lodge: C. R. Starkweather, 1858; Hosmer A. Johnson, 1859-61; George W. Deering, 1862-63; Gilbert R. Smith, 1864-70; Gil. W. Barnard, 1871. Illinois Grand Council: C. R. Starkweather, 1858; William M. Mitchell, 1859-67; Charles E. Leonard, 1868; William H. Gale, 1869; Ammi M. Bennett, 1870; James H. Paddock, 1871.

For the relief of Consistory Masons the total amount received was \$3,577.13, and was distributed by the following committee: V. L. Hurlbut, 33°; George R. Chittenden, 33°; Eugene B. Myers, 33°; Gilbert R. Smith, 33°; Henry C. Ranney, 33°; Wiley M. Egan, 33°; and James H. Miles, 32°.

THEODORE TUTHILL GURNEY was born in Ogdensburg, N. Y., on September 4, 1820, and received his education at Ferry's Academy of that place. He came West in 1838, and located in

*In 1862, the Consistory and its members, the Chapter 481 and the Council 141.

*For these, and numerous other facts, the compiler is indebted to the courtesy of Gil. W. Barnard, 33°.

Sturgis, St. Joseph Co., Mich., and in December, 1848, he joined the Masonic fraternity, as a member of Union Lodge, Union City, Mich. He was also justice of the peace at Constantine, Mich., about 1850. In 1853, he returned to New York; he was deputy-collector of customs at Sackett's Harbor, from 1853 to 1856, and there joined Sackett's Chapter about the year 1854. In April, 1856, he came to Chicago and entered the employ of Munger & Armour, elevator and warehouse men, becoming bookkeeper and, subsequently, manager of the firm. Remaining with them five years, he was appointed chief grain inspector in 1861. He held this position for three years and then engaged in the commission business. In 1876, Mr. Gurney was elected supervisor of the West Town, and in May, 1879, to the office he has since held, that of city controller. He here joined the Council, Commandery and Consistory, and now belongs to Cleveland Lodge, Washington Chapter, Chicago Council, Apollo Commandery and Oriental Consistory, and received the 33^d, as an honorary member of the Supreme Council of the N. M. J. of the U. S., in November, 1871. The following are the offices held by this distinguished citizen and Mason in the fraternity: Master of Siloam Lodge, Michigan; Sackett's Harbor Lodge, N. Y., and Cleveland Lodge, Chicago; high priest of Sackett's Harbor Chapter; commander of Apollo Commandery, No. 1; commander-in-chief of Oriental Consistory; Grand Master of Illinois, 1879-80, and grand commander of the Grand Commandery of Illinois, 1875. He was married, in May, 1848, to Miss Eunice Smith of Sackett's Harbor, N. Y., and has the following children—Chester S., a member of St. Bernard Commandery, K. T., of this city, and Theodore E., a minor.

HENRY COLLINGS RANNEY was born in Exeter, England, on July 22, 1831, and received, while a youth, an academic education, and learned the business of a druggist and pharmacist. In 1849, he emigrated to America, first landing in New York. He subsequently went to Cleveland, Ohio, where, in 1850, he entered the employ of Patrick Anderson, an extensive grain and commission merchant. In 1857, Mr. Anderson removed to Chicago, with Mr. Ranney as bookkeeper and confidential manager, which position he held until 1861, at which time he succeeded to the business. On January 1, 1862, he formed a co-partnership, under the firm name of Ranney & Inglis. The business was conducted under this name until January, 1878, since which time Mr. Ranney has continued the business under the firm name of Ranney & Co. Mr. Ranney was a member of the Board of Directors in 1866-67, and served as a member of the Committees on Arbitration and Appeals one term each. He is at present a shipping commission merchant and dealer in options on Change. He became a Master Mason on November 14, 1853, at which time he was raised in Iris Lodge, No. 229, at Cleveland, Ohio. He was Master of the lodge in 1856 and 1857. On April 6, 1854, he became a Royal Arch Mason and a member of Webb Chapter, Cleveland, and January 3, 1855, became a member of Oriental Commandery, No. 12, of Knights Templar, and was the secretary and recorder respectively of these three organizations during a period of two years. In Chicago, he affiliated with Oriental Lodge, No. 33, and in 1872 became a charter member of St. Andrews Lodge, No. 704, with which he is still affiliated. He has filled every office in this lodge up to, and including, that of Worshipful Master. In 1857, he united with LaFayette Chapter, No. 2, of which he was high priest in 1860. In 1857, he also became a member of Apollo Commandery, No. 1, K. T., and was eminent commander thereof in 1861. He severed his connection with this Commandery in 1880, and became a charter member of Chevalier Bayard Commandery, No. 52, and was its recorder for three years. About 1858, he became a member of the Council of Royal and Select Masters, and in 1860, was grand master of the Council. In 1857, he took all the Masonic degrees, up to, and including the 32^d, of the Ancient and Accepted Scottish Rite, and in 1866, received the honorary degree of Sovereign Grand Inspector General, the 33^d and last degree of that rite. Mr. Ranney was grand recorder of the Grand Commandery of Illinois from 1861 to 1864; and grand commander of the Knights Templar in Illinois in 1865. He was also junior grand warden of the Grand Encampment of Knights Templar U. S. A., from 1865 to 1868. He was Master of Rose Croix Chapter, A. & A. S. Rite, nine years; and commander-in-chief of Oriental Consistory, S. P. R. S., 32^d, from 1871 to 1873. He has been an active member of the Episcopal Church since his arrival in Chicago in 1857; was a member of the Standing Committee of the Diocese of Illinois, and is now a member of Grace Episcopal Church.

VINCENT LOMBARD HURLBUT was born in West Mendon, Monroe Co., N. Y., June 28, 1829, son of Dr. Horatio N. and Sabina (Lombard) Hurlbut. His primary education was obtained at the common schools of his native town. His father removed to Crawford County, Ohio, while he was of an early age, and here he obtained a further education. Shortly afterward the family again removed to Jefferson, Ashtabula Co., Ohio, where he pursued his education as far as the classics. Being then seventeen years of

age, he determined upon taking up medical studies, and placed himself under the tutelage of his father and Professor Horace A. Ackley, at the medical college at Cleveland. Here he read and attended lectures during the regular term of 1849 and 1850, and removed with his father to Chicago in July, 1851. He entered Rush Medical College, and attended the classes of 1851-52, graduating therefrom in the latter year. During the same year he commenced practice, and has since continued it with unflinching assiduity, he never having married, but has been, and is, wedded to his profession. In this he has attained great success—the usual reward of persistent study and intelligent practice. He is a member of the American Medical Association, of the State Medical Society, was vice-president of the Cook County Medical Society, and was assistant surgeon of the Woman's Hospital, of the State of Illinois, for a number of years. In another phase of existence, Dr. Hurlbut has attained equal prominence—in his connection with the Masonic fraternity. He was first made a Mason in Waubansia Lodge in 1860, and the same year became a Royal Arch Companion in Washington Chapter, No. 43. He also became a Knight Templar in Apollo Commandery, No. 1. He took the degrees in the Scottish Rite in Occidental Consistory to the 32^d, taking the 33^d in Boston, Mass., in 1864, and in 1865 was made an active member of the Supreme Council for the Northern Jurisdiction of the United States of America. In 1863-64-65, he was commander of Apollo Commandery, Knights Templar, and commander-in-chief of Occidental Sovereign Consistory of Chicago. In 1867, he was grand commander of Illinois, holding the office one year, and was illustrious deputy of Supreme Council for the District of Illinois for years, commencing in 1870. In 1871, at the regular session of the Grand Encampment in Baltimore, he was elected to the office of grand generalissimo. In 1874, at the session in New Orleans, he was elected to the office of deputy grand master, and on August 30, 1877, was elected to the highest office in the gift of the fraternity, being, on that date, elected grand master at the twentieth triennial convocation at Cleveland. But despite his honors and renown, Dr. Hurlbut is unostentatious, and practices that kindly and comprehensive charity that his order teaches, to the alleviation of great suffering and much unhappiness.

JOHN PORTER FERNS—The Committee of Necrology of the Illinois Council of Deliberation of the 32^d, A. & A. S. R., thus epitomised his Masonic history:

"Brother John Porter Ferns was born in Glasgow, Scotland, May 1, 1815. He came to Chicago April 27, 1840. Our deceased brother received the degrees of Ancient Craft Masonry in Patrick and St. Mary Lodge, No. 115, Glasgow, Scotland, February 15, A. D. 1837, and was Master of Glasgow Star Lodge in 1839. At Patrick, Scotland, he passed the Chair, Ark, Marks and Link, and was admitted into the Encampment of Excellent, Super-Excellent, Arch and Royal Masons; also at Patrick, November 11, 1839, he was dubbed a Knight Templar, Knight of Malta, Knight of the Mediterranean Pass, Knight of the Blue, Knight of the Red Cross, and Knight of that most venerable order of Ne Plus Ultra. He was a charter member of LaFayette Lodge, No. 18, A. F. & A. M., the first lodge working under our Grand Lodge in this city. After the dissolution of this lodge, he became a member of H. W. Bigelow Lodge, No. 438, and subsequently of Ashlar Lodge, No. 308, and remained a member until his death. He was elected grand tyler of the Grand Lodge of Illinois, in October, 1866, which office he held ever since. Brother Ferns was also a member of Corinthian Chapter No. 69, R. A. M., St. Bernard Commandery, No. 35, K. T., and Siloam Council, No. 53, R. & S. M. In the Grand Commandery of Illinois he held the office of grand captain of the guard. Was grand steward of the M. E. Grand Chapter and of the Grand Council. Our deceased brother was the respected tyler of a number of constituent lodges, holding their meetings in this and other buildings in the city, but he has been called from his varied labors on earth to everlasting refreshment in the Grand Lodge above. Brother Ferns died March 5, 1884, and was buried by Ashlar Lodge, No. 308, M. W. Brother D. M. Browning, grand master, F. & A. M., State of Illinois, officiating, assisted by the members of a number of Craft lodges, escorted by St. Bernard and Apollo commanderies, and Oriental Consistory of the A. A. Rite." In his childhood Brother Ferns was fond of a sailor's life, and at an early age he embarked as a cabin-boy, and made the voyage to the West Indies. He followed the life of a sailor until he was twenty-five, when he came to New York, and from thence came to Chicago. His old love for the water then asserted itself, and he became engaged on the lakes, and soon had command of a vessel. He stayed in this position for twenty years, and then accepted a position in J. V. Germain's warehouse. He was a member of the old Volunteer Fire Department, and was nearly the oldest voter in the precinct of the Eighteenth Ward, where he lived. In 1883, he was the victim of a night attack, when he was knocked down and robbed, and the injuries received then superinduced his death. The Masonic ceremonies at his funeral were conducted by G. M. Daniel

M. Browning, Rev. H. M. Perry, as grand orator, and DeWitt C. Cregier, as acting grand marshal. Brother Ferns was also a member of St. Andrew's Society.

RITE OF MEMPHIS.

In 1868, the following bodies were instituted :

ELUSINIAN CHAPTER, No. S. A. & P. RITE OF MEMPHIS.—D. A. Cashman, M.W.; G. W. Barnard, S.K.W.; H. F. Holcomb, J.K.W.; W. N. Sheridan, K. orator; W. J. Washburn, K. conductor; William Lapham, K. treasurer; C. H. Smith, K. archivist; Robert Hall, K. organist; G. R. McClellan, K. guard of the tower; G. E. Ahearn, K. captain of the guard; J. N. Bowers, K. sentinel.

TRISMEGISTIAN SENATE, No. 4, A. & P. RITE OF MEMPHIS.—G. W. Barnard, S.G.C.; J. I. Spafford, S.K.W.; Robert Hall, J.K.W.; William Lapham, K. of finance; T. W. Wilmarth, recorder; H. Guerdon, orator; Geo. R. McClellan, marshal; J. E. Pettibone, archivist.

In 1869, H. F. Holcomb was M.W. of Elusianian Chapter, and A. D. Bascomb, S.G.C. of Trismegistian Senate.

About June 1, 1869, both bodies were closed.

ADOPTIVE MASONRY.

MIRIAM CHAPTER, No. 1, O. E. S., was chartered March 1, 1869, being the first chartered in the State. It had, however, worked under the name of Miriam Family* for some time antecedent to that date. The charter members were—Mrs. Joseph Butler, Mrs. A. B. Height, Mrs. Sarah Tarrant, Mrs. Charles T. Wilt, Mrs. John C. Howell, Mrs. A. Wright, Mrs. Joseph Gallagher, Mrs. Mary Jane Ogden and Dr. S. A. McWilliams. The first officers were Mrs. Elizabeth Butler, W.M.; Dr. S. A. McWilliams, W. P.; Mrs. Charles T. Wilt, A.M. Mrs. Butler was W.M. during 1869-70, and was succeeded by Mrs. L. V. Crocker in 1871. The chapter was burned out by the fire of 1871.

*To Alice L. Foskett the compiler is indebted for these data.

ODD FELLOWS.

LODGES.

MEETING OF GRAND LODGE.—The Grand Lodge of the United States met at Chicago, at 8:30 a. m., on September 18, 1871, at Excelsior Hall, and, at 10 a. m., formed in procession, and marched to the Sherman House, where the Grand Lodge was formed in order by Grand Marshal Stuart W. Cayce, and thence escorted to the Metropolitan Hall, where the session was held. John G. Rogers, P.G.M. and P.G.R., on behalf of the Grand Lodge of Illinois, delivered the address of welcome, and Fred. D. Stuart, Most Worthy Grand Sire, responded. On September 19, there was a public procession, wherein about five thousand Odd Fellows, in regalia, marched in the ranks.

EXCELSIOR LODGE, No. 22.—The following were presiding officers of this lodge for the years mentioned: 1858, James Finerty, C. L. Jenks; 1859, C. L. Jenks, John G. Rogers; 1860, J. O. Perry, J. Ward Ellis; 1861, H. D. French, D. A. Foot; 1862, Thomas Chalmers, William B. H. Snow; 1863, Ives Scoville, J. W. Secor; 1864, S. B. Walker, J. L. Gerber; 1865, E. L. Comley, James Kirkley; 1866, Thomas Carbine, J. A. Bartlett; 1867, R. H. Andrews, Robert Hunter; 1868, George W. Carson, George B. Parkins; 1869, F. L. Phillips, J. H. Young; 1870, W. C. Wilson, C. E. Minor; 1871, Lewis Dodge, J. H. Kellogg.

FORT DEARBORN LODGE, No. 214.—From 1858 to 1871, the membership of this lodge increased from ninety-one to one hundred and sixty-two. The presiding officers during those years were as follows: 1858, J. K. Thompson, Isaac Preston; 1859, James A. Collins, Frank J. Ryan; 1860, George Sitts, M. C. Eames; 1861, B. F. Sitts, Elijah Shaw; 1862, Andrew G. Bowker, —; 1863, William Sharp, Alexander Hepburn; 1864, Walter Tett, F. H. Sleeper; 1865, William Smale, John Wilson; 1866, R. H. Jordan, John Campbell; 1867, Dr. T. D. Fitch, Andrew T. Sherman; 1868, Oliver E. Eames, W. L. Tidd; 1869, E. B. Sherman, J. K. Thompson; 1870, F. W. Mattern, Henry H. Coats; 1871, W. H. Crocker, J. W. Newbern.

GOETHE LODGE, No. 329.—This is a German lodge, and was instituted on March 23, 1866. Since it was organized it has had a membership of nearly two hundred, and the following have been its officers: J. Buehler, A. Boettiger, C. Bachmann, H. H. Besenberg, I. Degen, A. Dethmann, F. Fischer, H. Frahm, W. Gastfield, A. Hartmeyer, H. C. W. Holzapfel, C. Halix, E. Heiland, M. Kuhn, J. Lochner, C. Meister, C. Neumeister, J. Ott, W. Ohlmeyer, J. Pagus, J. H. Rapp, L. Schultz, J. M. Schroeder, A. Schippel, L. Schwank, W. M. Stanley, C. H. Sigmund, P. T. Tiedermann and E. Wilken.

RAINBOW LODGE, No. 400, was instituted October 2, 1869, with twenty-four charter members. It occupies a hall at No. 679 West Lake Street. The following were presiding officers from its institution down to the close of 1871: William Fielding, Thomas D. Clancy, Dr. J. R. Wilkins and John Niven.

HOME LODGE, No. 416, was formed by forty members of Union Lodge, No. 9, who desired the greater dissemination of the principles of the Order. The lodge was instituted on March 7, 1870, with the following officers: C. W. Lounsbury, noble grand; William Williams, vice-grand; A. L. Flood, recording secretary; W. A. Hendrie, permanent secretary; W. W. Bates, treasurer; H. F. Holcomb, C. J. Burroughs, E. Jones, H. C. Parsons and W. M. Graham, trustees. The lodge continued to prosper until the great fire, when its entire property was destroyed, and thirty-four of its one hundred members sustained a loss of everything they possessed. Not daunted by this calamity, before the ashes of its records and paraphernalia were yet cold, the lodge was opened in regular form on the evening of October 14, in the hall of Fort Dearborn Lodge, Thomas Ockerby, P. G., in the chair. Immediate steps were taken for the relief of the sufferers by the fire.

Of the following named lodges, the dates of institution are the only facts which could be ascertained, the secretaries having failed to furnish more particular information concerning them:

NORTH CHICAGO LODGE, No. 330, German, instituted April 19, 1866.

HOFFNUNG LODGE, No. 353, German, instituted September 6, 1867.

NORTHWESTERN LODGE, No. 388, German, instituted May 7, 1869.

GARDEN CITY LODGE, No. 389, German, instituted May 8, 1869.

HUTTEN LODGE, No. 398, German, instituted July 3, 1869.

ECLIPSE LODGE, No. 404, instituted September 1, 1869.

LILY OF THE WEST LODGE, No. 407, German, instituted September, 1869.

DOUGLAS LODGE, No. 432, German, instituted August 4, 1870.

LINCOLN PARK LODGE, No. 437, German, instituted October, 1870.

TEMPLAR LODGE, No. 440. No date of institution is given in report; probably in winter of 1870.

ELLIS LODGE, No. 447, instituted February 15, 1871.

SYRIA LODGE, No. 451, German, instituted March 16, 1871.

ENCAMPMENTS.

The first dispensation for an encampment was granted to B. W. Thomas, Anthony Johnston, A. D. Boyce, Sylvester Marsh, N. Sherman, Jr., P. D. Cummings and S. N. Davis, to form Illinois Encampment, No. 3. The dispensation was issued at the City of Baltimore, on December 26, 1844.

In 1871, the following encampments were in successful operation: Chicago, No. 10; Germania, No. 40; Humboldt, No. 101; Adriel, No. 106; Excelsior, No. 108; Herman, No. 110; and Teutonia, No. 114.

ORDER OF REBEKAH.

This ally of Odd Fellowship, composed of ladies, had four lodges in the city at the close of the year 1871, as follows :

IVY LODGE, No. 14, instituted April 9, 1870.
EVERGREEN LODGE, No. 24, instituted July 5, 1870.
GERMANIA LODGE, No. 45, instituted March 28, 1871.
THUSNELDA LODGE, No. 43, instituted April 13, 1871.
The two last named lodges are German.

RELIEF MEASURES.

The amount of money received and retained by the Chicago Relief Committee of the I.O.O.F., consisting of J. Ward Ellis, John G. Rogers and E. B. Sherman, was \$107,025.84, and was contributed from the following localities :

Alabama.....	\$ 10 00	Indiana.....	\$4,868 39
Arkansas.....	202 00	Iowa.....	3,288 13
California.....	14,469 90	Kansas.....	1,163 50
Colorado.....	175 00	Kentucky.....	835 88
Connecticut.....	2,341 36	Louisiana.....	200 00
Delaware.....	1,196 25	Lower Provinces of	
District of Columbia	885 00	British North	
Georgia.....	252 00	America.....	155 36
Illinois.....	17,882 80	Maine.....	1,050 00

Maryland.....	\$1,841 50	Pennsylvania.....	\$23,495 39
Massachusetts.....	3,290 48	Rhode Island.....	1,405 00
Michigan.....	196 50	South Carolina.....	10 00
Minnesota.....	611 15	Tennessee.....	954 20
Missouri.....	2,405 00	Texas.....	27 50
Nebraska.....	105 00	Vermont.....	27 50
New Hampshire.....	700 00	Virginia.....	494 65
New Jersey.....	2,131 50	West Virginia.....	1,018 75
New York.....	10,625 71	Wisconsin.....	306 00
Nevada.....	1,625 75	Europe.....	238 41
North Carolina.....	50 00	New Mexico.....	90 00
Ohio.....	2,333 00	Unknown.....	56 00
Ontario.....	1,965 96		
Oregon.....	1,781 91	Total.....	\$107,025 84

There were also cash donations received by the committee, and returned to the donors, amounting to \$6,644.79. J. C. Smith, G. M., then designated a committee to audit the accounts of the Relief Committee. The Auditing Committee assembled, and having examined the vouchers, found that the

Total receipts were.....	\$123,724 53
Total disbursements were.....	113,554 39
And the balance was.....	\$10,170 14

which was subsequently transferred as a special relief fund, and the committee relieved from the onerous duties it had so diligently and conscientiously performed.

BENEVOLENT SOCIETIES.

KNIGHTS OF PYTHIAS.—The organization and establishment of this order in this city dates from May 4, 1869, when Welcome Lodge, No. 1, was instituted.

The following table gives the lodges, the dates of institution, and their places of meeting at the time of the fire:

Welcome, No. 1, May 4, 1869, Grand Lodge Hall, Nos. 151-153 Monroe Street; Humboldt, No. 2, October 25, 1869, northeast corner of Clark and Michigan streets; Excelsior, No. 3, November 8, 1869, No. 54 West Lake Street; Board of Trade, No. 4, November 30, 1869, Grand Lodge Hall; Cosmopolitan, No. 6, February 23, 1870, Grand Lodge Hall; Hoffnung (Hope), No. 7, January 14, 1870, corner of Mitchell and Union streets; Lake View, No. 8, March 26, 1870, Lake View; Ivanhoe, No. 9, June 10, 1870, Grand Lodge Hall; Crusader, No. 11, July 14, 1870, corner of Halsted and Madison streets; Tancred, No. 12, July 9, 1870, Nos. 151-153 Monroe; DeMolay, No. 13, August 2, 1870, corner Twenty-seventh Street and Cottage Grove Avenue; Schiller, No. 15, October 1, 1870, southwest corner Sedgwick and Sigel streets; Alemannia, No. 16, February 4, 1871, Lake View; Dionysius, No. 20, May 25, 1871, northwest corner of LaSalle and Adams streets; St. John, No. 21, May 18, 1871, No. 55 North Clark Street.

The amount of money received and disbursed on account of relief for the Knights of Pythias is not published in the reports of the fraternity; but there is a statement that such accounts were audited by the Grand Lodge and found correct, and that the residue was to be devoted to the erection of a hall, from the rental of which a permanent income for charitable purposes and the prosperity of the order might be derived.

INDEPENDENT ORDER OF SONS OF MALTA.—This order—whose mention recalls imaginings of initiations wherein the candidate was divested of all but breath, and not much left of that, and then shot through pneumatic tubes, sizzled on gridirons, boiled in bath-tubs, and generally flayed, excoriated and decorticated—was perhaps the most unselfishly charitable order that ever existed. As to its ritual and work, that was the business of those who belonged to it; but its generosity was

a by-word. The widows and orphans whose hearts have been gladdened by unknown beneficiaries, the distress that has been quietly and unostentatiously alleviated, have been the occasion of many heartfelt prayers for the benefactors, who were simply members of the Sons of Malta. The organization was established in Chicago on September 1, 1856, and the hall in which the lodge met was at the corner of State and Washington streets. In 1857, the number of members was about two hundred, and three thousand dollars were expended for the benefit of persons not connected with the association.

In 1858, the officers of Palestine Lodge were J. J. Clarkson, grand commander; D. W. Boss, vice-grand commander; J. H. Williams, grand chancellor; E. W. Spear, secretary; C. P. Bradley, treasurer. In 1859, the officers were H. D. Laffin, grand commander; A. M. Hyde, vice-grand commander; J. G. Day, grand chancellor; J. H. Kelly, grand conductor; L. Laffin, secretary, and C. H. Miller, treasurer. The lodge then met at the corner of South Water and Wells streets.

In May, 1859, the Grand Commandery met at Chicago, and elected the following officers: Isaiah H. Williams, supreme grand commander; Daniel W. Boss, supreme vice-grand commander; Philip A. Hoyne, lord high chancellor; William W. Peck, supreme grand secretary; Samuel B. H. Higgins, supreme grand recorder; Cyrus P. Bradley, supreme grand treasurer; Howard Jenks, supreme grand conductor; James W. Musson, supreme grand sergeant; J. A. Hahn, supreme grand surgeon; J. M. Mozart, supreme grand musician; George W. Gage, supreme grand almoner; Charles W. Barker, grand master of the horse; Joshua L. Marsh, grand admiral; Henry G. Williams, grand tyler; James J. Clarkson, grand lecturer; David Stuart, judge advocate.

The Grand Commandery was located at Chicago, and its jurisdiction extended over Indiana, Michigan, Illinois, Iowa, Wisconsin, Minnesota and Nebraska. The organization was only maintained for a short time, and gradually fell to pieces.

UNITED ORDER OF RED MEN.—This organization is also termed the Independent Order of Red Men, and had the following lodges meeting in this city at the time of the fire:

Grand Tribe met at Red Men's Hall, No. 54 West Lake Street; Tecumseh Tribe, No. 103, met corner of North Avenue and Larabee Street; Calumet Tribe, No. 110, met at No. 630 South Canal Street; Chippewa Tribe, No. 127, met at No. 54 West Lake Street; Pocahontas Tribe, No. 138, met at No. 54 West Lake Street.

I. O. of G. T.—The following lodges were holding meetings in this city during the year 1871:

Union Degree Temple, No. 1, at No. 168 South Clark Street; Rolling Mill Degree Temple, on the North Branch; Star of Hope Lodge, No. 15, at Caledonian Hall; Houston Lodge, No. 32, at the corner of Halsted and Randolph streets; Star in the North Lodge, No. 190, at Nos. 37-39 Michigan Street; Washingtonian Lodge, No. 488, at the corner of Wabash Avenue and Twenty-second Street; Cleveland Lodge, No. 494, at Bridgeport; Warren Lodge, No. 496, at corner of Randolph and Halsted streets; Home Lodge, No. 607, at No. 572 West Madison Street; Lincoln Lodge, No. 618, at No. 17 Milwaukee Avenue; Truesdell Lodge, at Masonic Hall, corner of Centre and Sedgwick streets; Aqua Fura Lodge, No. 670, at Methodist Mission Church; Rolling Mill Lodge, No. 919, near Ward's Rolling Mill; Life Boat Lodge, No. 1000, at No. 168 South Clark Street.

TEMPLES OF HONOR.—Of these, two were extant in 1871. Radiant Temple met at No. 168 South Clark Street and Metropolitan Temple met at McCormick's Building, southeast corner of Randolph and Dearborn streets.

SONS OF TEMPERANCE.—The following bodies belonging to this order were holding sessions during the year 1871:

Garden City Division, No. 422,—organized August 4, 1854—met at corner of Clinton and West Randolph streets; Tabernacle Division, No. 597, met at Washingtonian Home; Excelsior Division, No. 606, met at southwest corner of State and Twenty-third streets; B. S. Goodhue Division, No. 697, met at the corner of Fulton and Davis streets; Sheet Anchor Division, No. 842, met at corner of Michigan and North Market streets; Hyde Park Division, No. 843, met at the Presbyterian Church, corner of Oak Street and Hyde Park Avenue; Crystal Wave Division, No. 911, met at southwest corner Randolph and Halsted streets.

AMERICAN PROTESTANT ASSOCIATION.—In 1864, the following lodges met in this city:

Washington, No. 1; Lincoln, No. 2; Luther, No. 3; Liberty, No. 4; Harmony, No. 5; and in 1870 the Grand Lodge appears to have been located here. In 1871, but three lodges are designated as meeting here: Washington, No. 1; Harmony, No. 5, both convening at American Protestant Association Hall, corner of Randolph and Dearborn streets; and Star of the West, No. 3, convening at the northeast corner of Randolph and Clinton streets.

U. D. O. HARUGARI.—In 1864, the following lodges met in Chicago:

Cherusker, No. 45, at Teutonia Hall; Teutonia, No. 47, at Teutonia Hall; Germania, No. 56, at Druid's Hall; and, in 1865, Harmonia, No. 61, met at Nibbe's Hall, corner of Vedder and Pleasant streets. In 1866, the Walhalla Mannie, or Walhalla Encampment, No. 9, met at Odd Fellow's Hall. In 1871, the following lodges, in addition to those specified, were holding sessions: Helvetia, No. 133, at Helvetia Hall, No. 630 South Canal Street; Chicago, No. 153, at Harugari Hall, No. 46 South Clark Street; Columbia, No. 178, at the corner of Randolph and Clinton streets; Beckman, No. 188, at Harugari Hall on Archer Avenue; William Tell, No. 194, at Harugari Hall, South Clark Street.

STRONG BAND.—During the War was instituted a loyal and patriotic Union Association, in which were united Republicans and Democrats, without distinction of party. The only condition of membership was "loyalty to the government of the time being, and union against internal traitors and external foes." The object sought was a union of hearts, and a recognition of each other by military signs. Every separate local association was called an Encampment and the members were Comrades-at-arms. It was not a secret society, only so far as to the signs of recognition. The headquarters of this association were in McCormick's Building, corner of Randolph and Dearborn streets. The following were the permanent officers:

John Wilson, commander-in-chief, Chicago; Edward A. Guilbert, major-general, Iowa, Dubuque; Rufus B. Clarke, major-general, Wisconsin, Racine; Charles E. Blumenthal, major-general, New York, New York; John Trimble, Jr., general secretary, Chicago; John C. W. Bailey, president Board of Control, Chicago; J. Asa Kennicott, secretary Board of Control, Chicago; Cyrus J. Ward, treasurer Board of Control, Chicago; Robert Morris, LL.D., aide-de-camp to General Wilson, and traveling agent of Board of Control. In 1864, the Board of Control consisted of Peter Daggy, commander-in-chief and president, Chicago; Winston P. Noble, vice-president, Indianapolis; A. J. Galloway, treasurer, Chicago; S. K. Reed, secretary, Chicago. Executive Committee comprised the president, secretary, and L. L. Bond, J. C. W. Bailey, and C. J. Ward. City Camp officers: Captain, John W. Dean; First Lieutenant, E. T. Orme; Second Lieutenant, T. W. Fay; Third Lieutenant, G. H. Turner.

ORDER OF UNITED AMERICANS.—Of this organization, two chapters existed in Chicago, and were extant about 1855-56—Washington Chapter, No. 1, of which Charles Harpel was grand master, and Bunker Hill Chapter, No. 2, of which David M. Ford was grand master.

ANCIENT ORDER OF GOOD FELLOWS.—Two lodges of this order existed in Chicago—Germania, which met at No. 376 West Twelfth Street, and Washington, which met at No. 54 West Lake Street.

U. A. O. D.—The following Groves, or Heins, met in the old Board of Trade rooms, corner of South Water and Wells streets, in 1871:

Schiller, No. 4; Columbia, No. 5; Goethe, No. 9; Humboldt, No. 12; Garden City, No. 13; Concordia, No. 15; Uhlund, No. 16; and West Chicago, No. 18, met in Buehler's Hall, No. 358 Milwaukee Avenue. Harmony, No. 20, met at No. 376 West Twelfth Street; North Chicago, No. 23, on North Side; and Union, No. 24, at the corner of Union and Mitchell streets. Apollo Grand Chapter, No. 1, met in old Board of Trade rooms.

INDEPENDENT ORDER OF CHALDEANS.—This order appears to have been introduced to Chicago about 1858, Myron Lodge, No. 1, being the first instituted, at Apollo Hall, corner of Lake and South Water streets.

In 1871, the following lodges met: Myron, No. 1; Aurora, No. 2; Thusnelda, No. 3; Achmet, No. 4; Modera, No. 5; Kabbala, No. 6; Chaldei, No. 7; and Algebra Degree Lodge. The Gegenseitig Unterstuetzungs Gesellschaft, A.U.O.C., also met in 1871.

INDEPENDENT ORDER OF SONS OF HERMANN.—Of this organization, the following bodies met in Chicago, in 1871:

Grand Lodge, No. 1, of Chicago, at Nos. 16-18 LaSalle Street. Chicago Lodge, No. 1; Thomas Paine, No. 2; Freie Maenner Lodge, No. 3; Sigel, No. 4; Washington, No. 5, all met at 16-18 LaSalle Street. Cottage Hill Lodge, No. 6, met at Cottage Hill. Schiller Lodge, No. 7, met at Nos. 16-18 LaSalle Street; Alexander, No. 8, on Blue Island Avenue; Lincoln, No. 10, Nibbe's Hall; Koerner, No. 11, Buehler's Hall; Germania, No. 12, Buehler's Hall; Eintracht, No. 13, corner of Wentworth and Archer avenues; Encampment, S. of H., Nos. 16-18 LaSalle Street.

LABOR SOCIETIES.—The following are mentioned as being possessed of active membership in 1871:

Bricklayers' Protective Union, Candy-makers' Union, Chicago Iron Moulders' Union, Chicago Steam Boiler Makers' Protective Benevolent Society, Chicago Typographical Union, No. 16, Cigar Makers' Protective Union of Chicago, Carriers' Union, Firemen's Union, No. 16, Journeymen Stone-cutters' Association of Chicago, Tailors' Fraternal Union of Chicago, United Association of Marble-cutters.

THE CHICAGO MUTUAL IMPROVEMENT ASSOCIATION was organized on November 30, 1855, at No. 170 South Clark Street, with forty-three members.

Its officers were—H. M. McCann, president; F. A. Meredith, vice-president; George Gurney, treasurer; L. F. Hubbard, secretary; S. M. Kennedy and Charles E. Freeman, tellers.

THE EARLY CLOSING ASSOCIATION was organized on December 8, 1855, with one hundred and fifty members. Its place of meeting was Sawyer's Seminary, on Clark Street, and its officers were J. P. Samuels, presi-

dent; J. B. Sutton, vice-president; and A. G. Inness, secretary.

GERMAN SOCIETIES.—As early as 1857, the following societies with German membership existed:

Männergesang Verein, which society also maintained a German Theater; Freie Sängerbund; Social Demokrat Turnverein; Wagner Verein (Coachmakers' Association); Schreiner Verein (Carpenters' Association); Schneider Verein (Tailors' Association); Junge Männer; Verbrüderung, A. R. O. No. 2; Association for Arts and Sciences; Chicago Lodge, No. 27, D. O. D. H. S.; Chicago Arbeiter Verein, organized November 22, 1857; German Immigrant Society, organized 1854, and which is still in existence. In 1871, the following were specified in the Directory: Chicago Turn Gemeinde, German House Association of Chicago, Germania Bruderdend, Germania Männerchor, Gesangverein Orpheus, Northwest Chicago Arbeiter Unterstützungs Verein, No. 4, Social Arbeiter Verein of the West Side.

SUNDRY SOCIETIES.—Among these may be cited

The Chicago Chess Club, Chicago Library Association, Chicago Photographic Association, Douglas Monument Association, Franklin Society, Hand-in-Hand Mutual Benefit Society, Pork Packers' Association, Sharpshooters' Association, Prairie Shooting Club; Svea Society, of Chicago, organized in 1857; Slovanska Lipa Benevolent Society, organized in 1863; Logicians' Literary Society; Société Française de Bienfaisance de l' Illinois; Société Française de Secours Mutual; Total Abstinence and Benevolent Society of Father Matthew, organized February 5, 1865; Holland and Belgian Association; Norwegian Literary Society Nord, organized July 18, 1860; Seaman's Mutual Benevolent Society, organized September 10, 1860, incorporated February 22, 1861. United Sons of Erin Benevolent Society, organized in 1860, incorporated in 1863, and of which John Comiskey was president; Patrick Rafferty, first vice-president; James Moran second vice-president; James McGrath, secretary; M. D. O'Donohue, assistant secretary; L. H. O'Connor, corresponding secretary; Thomas McEnery, treasurer. The Fenian Brotherhood; St. Michael's Benevolent Society, organized in 1864, connected with St. Michael's Church; St. Patrick's Benevolent Society, connected with St. Patrick's Church; St. Vincent's House of Providence, conducted by the Sisters of Charity, No. 301 Huron Street; and the Union Benevolent Society of Italians.

THE ST. GEORGE'S BENEVOLENT ASSOCIATION.—The St. George's Benevolent Association, of Chicago, was organized in February, 1860. The main objects of the Association were to give advice to English immigrants; to provide for the social intercourse and mutual improvement of its members; to visit the sick, bury the dead, assist widows and orphans of deceased members; and in its discretion to grant relief to any person of English parentage, not members of the Association. The membership was confined to Englishmen and the sons of Englishmen. The term Englishman was construed to mean a man born of English parents, or in any part of Great Britain south of the Tweed.

Their first annual festival was held on St. George's day, April 23, 1860, and the first officers were Francis Hudson, president; William Holdsworth, first vice-president; William Baragwanath, second vice-president; James Turner, treasurer; Elias Cooke and T. E. Poulsen, secretaries.

The second festival was advertised to take place on St. George's day, 1861. It was at the breaking-out of the Civil War, and the city was ablaze with excitement. Owing to these circumstances, the festival was postponed until the 1st of May, and the proceeds were appropriated to the fund which was then being raised for the benefit of families of volunteers. The following persons have been presidents of the Association:

1860, Francis Hudson; 1861, William Wayman; 1862, William Baragwanath; 1863, William Holdsmith; 1864, William Baragwanath; 1865, William Wayman; 1866-68, Alfred Booth; 1869, J. C. W. Bailey, 1870-71, James John.

Other prominent members, during this period, were Rev. G. C. Street, Elias Cooke, Dr. William B. Slayton, William P. Chadwick and Edwin Walker.

THE ILLINOIS ST. ANDREW'S SOCIETY.—The early

Scottish residents of Chicago were among the first to form a society commemorative of their native land. A call to meet and celebrate the anniversary of St. Andrew, in 1845, was heartily responded to by the resident Scotchmen of Chicago. Among those who attended this first meeting, which was held at the Lake House, were Captain, afterward General, George B. McClellan, then the engineer in charge of the harbor works, and General J. A. McDougal. The result of this meeting was, that the Illinois St. Andrew's Society was organized; and ever since that date the members and friends have held an annual festival on St. Andrew's day. They commenced with some twenty-four members in 1846, and in 1871 the membership was about three hundred. In 1853, a charter was obtained from the Legislature of Illinois, which enabled the Society to greatly enlarge its means for doing good. In 1858, it purchased ground in Rosehill Cemetery, and expended a large amount of money in curbing and ornamenting it. This is set apart for the burial-place of poor and friendless Scots.

Among those who have been noted especially for their activity in promoting the objects of the Society, may be mentioned George Anderson, Patrick Ballingall, Alexander Brand, Daniel E. and John S. Ross, John H. Kedzie, John Stewart, William M. Dale, Robert Hervey, George Kennedy, Hugh Ritchie, John Rankin and General John McArthur.

Of the original members who celebrated the anniversary of 1846, George Anderson is the only one now (1885) living.

The following named gentlemen were presidents of the Society for the years embraced in this volume of the History:

1858, Robert Hervey; 1859, Andrew Harvie; 1860, John R. Valentine; 1861, Dugald Stewart; 1862, Robert Hervey; 1863, General Daniel Cameron; 1864, William James; 1865, Robert Hervey; 1866, William Stewart; 1867, Hugh Macalister; 1868, Dr. John Macalister; 1869, Robert Hervey; 1870-71, John McArthur.

ST. PATRICK'S SOCIETY.—This association was first formally organized in 1865, by a number of the leading representative Irish-American citizens of Chicago. The Society celebrated St. Patrick's day by a grand banquet, at the Tremont House, Monday evening, March 20, the anniversary that year having fallen on the Friday previous. The officers of the Society the first year were as follows:

William J. Onahan, president; Charles McDonnell, vice-president; James P. Byrne, secretary; Edward Hayden, treasurer. The succeeding years, the presidents following Mr Onahan were—1866-67, James W. Sheahan; 1867-68, Roger J. Brass; 1868-69, John J. W. O'Donoghue; 1870-71, Bernard G. Caulfield.

During these years, the Society took a leading part in all affairs of interest, in which the Irish-American portion of the community were especially concerned. The project of a Hibernian bank first had its origin in the Society, and the principal members became shareholders in the institution bearing that name, which has since continued in successful operation. The most important, and certainly the most useful, work in which the Society engaged, was the effort to promote Irish colonization.

The St. Patrick's Society maintained its organization intact up to the period of the fire of 1871, from which time it was allowed to lapse for several years.

THE GERMAN SOCIETY.—This Society was established in 1854, and was then known as the Society for the Protection and Aid of German Immigrants. As that name indicates, the object of the Society was to advise and protect Germans who had come to this country, ignorant of its language and customs. The Society

also rendered aid to the sick and needy of that nationality. During the first year, its president was George Bormann; secretary, George Hillgaertner; and the number of members two hundred and fifty. Since that year, the presiding officers have been Albert Borchardt, G. H. Claussenius, Charles Rietz, George Schneider and Adolph Schoeninger.

INDEPENDENT ORDER OF B'NAI B'RITH.—This society was organized, during the year 1843 in the city of New York, and has grown into an organization numbering its lodges and members in every important city and town in the United States, and, of late, also in Germany. The directing and legislative power is vested in the Constitutional Grand Lodge, which meets once in five years, and the several District Grand Lodges, which meet annually. This society has upward of three hundred and sixty lodges, with a membership exceeding twenty-five thousand, and is divided into eight Districts, seven of which embrace the entire territory of the United States.

District No. 6, with its head-center at Chicago, embraces the States of Illinois, Michigan, Wisconsin, Iowa, Minnesota, and Kansas. Its Grand Lodge was instituted on September 20, 1868, at which date it consisted of eight lodges and a membership of five hundred and eighty-four, while at present the District numbers forty-two lodges and two thousand five hundred and ninety-seven contributing members.

The object of the society is expressed in the preamble to the constitution of the order, in the following language:

"The Independent Order of B'nai B'rith has taken upon itself the mission of uniting Israelites in the work of promoting their highest interests and those of humanity; of developing, elevating, and defending the mental and moral character of our race; of inculcating the purest principles of philanthropy, honor and patriotism; of supporting science and art; alleviating the wants of the poor and needy; visiting and attending the sick; coming to the rescue of victims of persecution; providing for, protecting and assisting the widow and orphan on the broadest principles of humanity."

Imbued with these principles, the B'nai B'rith pursue their labor of love without ostentation or display, and crown their secret work by the erection of proud and lasting monuments. With a view of systematizing charity, District Grand Lodge, No. 6, in 1870, enacted an endowment law, by the provisions of which, at the death of a brother, every member, without distinction as to age or condition, pays fifty cents into the exchequer of the Grand Lodge, and the widow or the children of the deceased receive an endowment of \$1,000. The surplus collection is paid into the sinking fund. Since the adoption of this measure, widows and orphans have been endowed in one hundred and ninety-four cases. This city has eleven lodges and a membership of one thousand and eighty-eight.

CHICAGO RELIEF AND AID SOCIETY.—In February, 1857, this Society was incorporated by Edwin C. Larned, Mark Skinner, Edward I. Tinkham, Joseph D. Webster, Joseph T. Ryerson, Isaac N. Arnold, Norman B. Judd, John H. Dunham, A. H. Mueller, Samuel S. Greeley, B. F. Cook, N. S. Davis, George W. Dole, George M. Higginson, John H. Kinzie, John Woodbridge, Jr., Erastus S. Williams, Philo Carpenter, George W. Gage, S. S. Hayes, Henry Farnham, William H. Brown, Philip J. Wardner and others. In the autumn of 1857, an organization was effected, a board of management was elected, and the constitution, general rules and

by-laws were adopted. At first, voluntary visitors were engaged to examine into the wants and worthiness of applicants, but this was soon found to be an unreliable method, and paid visitors were employed by the Society. It also had its general superintendent, and persons



TRINITY EPISCOPAL CHURCH.

who were employed to take charge of its wood-yard and lodging-house.

Although the Society was incorporated in 1857, it was one of several organizations engaged in the same work, and consequently its activities were not marked until a consolidation of the different associations was effected under the old name. O. C. Gibbs was the first superintendent, and so acted up to the time of the fire. In November, 1867, a call was issued by Wirt Dexter, president of the Christian Union, J. L. Reynolds, president of the Citizens' Relief, and D. L. Moody, president of the Young Men's Christian Association, for a meeting to be held at the Tremont House for the purpose of consolidating with the Chicago Relief and Aid Society and organizing for general work. The Society was to be an independent organization, disconnected from all sectarian or religious work. At that time E. C. Larned was president of the Chicago Relief and Aid Society, but from 1871 date the only records now in existence.

As giving an idea of the different classes of men who then united to work for the general relief of the needy, the following names are given of those who formed themselves into the reorganized society:

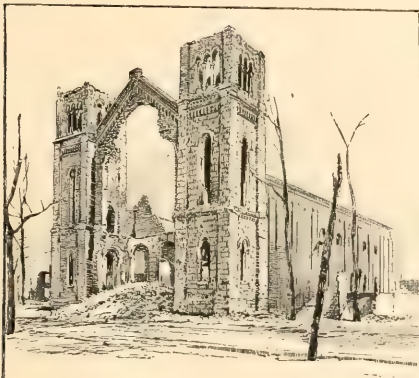
Martin R. M. Wallace, Wirt Dexter, D. L. Moody, E. C. Larned, Rev. Clinton Locke, Rev. J. H. Rylance, Henry Fuller, John V. Farwell, Henry W. King, Julius Rosenthal, George E. Purington, O. H. Horton, J. W. Nealy, Joseph T. Ryerson, Samuel S. Greeley, John C. Haines, Elias Greenebaum, Murry Nelson, Samuel A. Kean, W. E. Doggett, Gilbert Hubbard, J. McGregor Adams, S. H. Gray, Rev. J. M. Humphrey, Rev. Robert Laird Collier, John K. Stearns, O. C. Gibbs, Daniel Shepard, F. M. Rockwell, C. M. Goodsell, Rev. Robert Collyer, T. M. Avery, C. H. S. Winter, Guy C. Sampson, Rev. William H. Ryder, Rev. David Swing, Rev. R. M. Hatfield, N. K. Fairbank, H. A. Johnson, T. W. Harvey, George M. Pullman, John Mason Loomis, E. B. McCagg, R. B. Mason, N. S. Bouton, William H. Bradley, O. W. Potter, R. T. Crane, A. A. Sprague, and D. V. Purington.

Wirt Dexter was president from 1868 to 1870, and was succeeded by Henry W. King, who held the position at the time of the great fire. From year to year the city was divided into districts, and persons of well known character and influence were designated and requested to canvass for money subscriptions and other donations. At the time of the great fire the territory

of the city had been divided into fourteen districts. In addition, there were soliciting committees of various classes of business men. The Society previous to the fire carried on its work modestly but efficiently, during the latter portion of this period furnishing relief to about two thousand families. The great value of the organization was evinced, however, after the fire, when it distributed the immense fund raised to alleviate the sufferings of the thousands of homeless and disconsolate, then thrown upon our public charity. This period of its most noble work will therefore be treated in the succeeding volume of this History.

CHICAGO HOME FOR THE FRIENDLESS.—Early in 1858, a few noble women of this city, realizing that there was great need of some charitable public institution, which should have for its special object the caring for and providing of suitable homes for friendless children and women, met to devise some plan for accomplishing their purpose. As a result, a public meeting was called. It was so well attended and such substantial encouragement was there given, that, on August 19, a Home was formally opened in a house, temporarily obtained for the purpose, on the West Side. The following February a charter was granted by the Legislature, which provided that Martha A. Wilson, Adaline R. Judd, Julia Dole; Julia A. Warner, Anna M. Gibbs, Margaretta Varian, Jane C. Hoge, Margaret M. Gilman, Lavinia Morris, Emily S. Roy, Adaline C. Morgan, Maria Excern, Minerva Botsford, Emma F. Haines, and their associates, should constitute a body corporate and politic to be known as the Chicago Home for the Friendless. The object of the Home was to be the relieving, aiding, and providing homes for friendless and indigent women and children.

The ladies spared neither time nor effort to secure the necessary funds for building a permanent Home, and saw the accomplishment of their hopes in the donation by Jonathan Burr, in March, 1858, of a lot on Wabash Avenue, between Old and Commerce streets, the only condition being that measures should immediately be taken to erect a suitable building thereon. With such



RUINS, TRINITY EPISCOPAL CHURCH.

zeal did the ladies enter into the work of collecting the amount necessary for this purpose, that, within a little more than a year, a commodious building was ready for occupancy. It is impossible to give all the names of the donors and amounts of their gifts, since, from the

very beginning, generous friends have enabled the board of managers to keep pace with the growth of this city and perform the full measure of their usefulness.

Mention must, however, in justice to the memory of a good and noble man, be made of the gifts of Jonathan Burr, who, in addition to his donation of the lot, gave \$5,000 toward erecting the building, and was a constant and generous contributor toward the current expenses. In 1865, Mr. Burr added to his former gifts a lot north of the Home, and \$1,000 toward the cost of erecting an addition to that building. Again, during 1867, Mr. Burr came to the assistance of the cause he had so much at heart, and gave, in trust, a lot on Third Avenue near Fourteenth Street, upon which was a building, for the purpose of establishing an Industrial School and general mission to be managed by the Home. There a day and Sabbath school was at once started and largely attended. And when, in 1869, Mr. Burr died, it was discovered that he had, by his will, left to the Home, in trust, two stores on Randolph Street, the net proceeds of which, as well as two-elevenths of his other property should be used in perpetuity for the benefit of the Home and school. In 1864, George Smith donated a lot adjoining the Home; and in 1865, its power for usefulness was greatly enhanced by the munificence of Flavel Moseley, who, in his will, presented it with \$10,000.

In 1869, the old building was found to be too small, and so it was thoroughly reconstructed and enlarged. Besides feeding, clothing and providing homes for the women and children brought within its doors, the institution has managed the Burr Industrial School and Mission, maintained a permanent school, trained its inmates to the useful employment of their hands as well as their heads, and since 1860 it has published a paper called the Home Visitor.

Up to 1864, six years from the opening, one thousand two hundred and thirty-five individuals, principally children, had been cared for and provided with homes. From 1864 to 1871, eight thousand seven hundred and ninety-one poor people found shelter and assistance at the Home, of whom three thousand nine hundred and fifty-one were children and four thousand eight hundred and forty were women.

At the commencement of the year 1871, there were seventy-seven inmates and the whole number admitted was one thousand and eight women and five hundred and seventy-four children. The average attendance for the year at the school was forty-eight.

The following is a list of its officers:

1860: Mark Skinner, president; D. J. Lake, vice-president; Rev. E. F. Dickinson, secretary; I. H. Burch, treasurer. 1861-62: Jonathan Burr, president; William Blair, vice-president; L. B. Wight, secretary; N. B. Kidder, treasurer; Mrs. F. D. Gray, corresponding secretary; Rev. E. M. Boring, financial secretary. 1865: Jonathan Burr, president; F. D. Gray, vice-president; L. B. Wight, corresponding secretary; Rev. E. M. Boring, financial secretary; N. B. Kidder, treasurer. 1866-68: Jonathan Burr, president; F. D. Gray, vice-president; Rev. E. M. Boring, secretary; Mrs. F. D. Gray, recording secretary; N. B. Kidder, treasurer. 1869-70: F. D. Gray, president; F. W. Harvey, vice-president; Rev. E. M. Boring, secretary; Mrs. F. D. Boring, recording secretary; N. B. Kidder, treasurer. 1871: F. D. Gray, president; Mancel Talcott, vice-president; Rev. E. M. Boring, secretary; Mrs. F. D. Gray, recording secretary; N. B. Kidder, treasurer.

THE OLD LADIES' HOME.—In November, 1861, the society was organized, and a temporary home secured by renting a three-story brick building at No. 157 Fourth Avenue, which, in the following April, was occupied by Miss Caroline Smith (the projector of the institution) as matron, and three inmates. Rev. James Pratt, D.D., was the first president and was assisted by a board of forty managers. Miss Smith soon retired as

matron, and upon her death bequeathed to the society \$1,000 and two lots on Wabash Avenue near Thirty-fifth Street. The terms upon which an inmate was admitted by the first constitution were that she should be fifty years of age or over, should pay \$50, furnish her room, if able, and give a bond making over such furniture to the society, and appointing the president her attorney to dispose of such estate as she possessed or might acquire, the amount covering the sum expended for her support going to the society, and the balance to be accounted for to her.

In May, 1863, the Home was removed to temporary quarters at No. 98 Third Avenue, and in May of the following year the society purchased, as a permanent home, a lot and building upon the east side of Indiana Avenue, near Twenty-seventh Street, paying therefor \$5,000. This amount, and that expended for current expenses during those years, was raised by subscription and admission fees.

The payment of \$100 constituted the donor a patron of the society; of \$50, a benefactor; of \$25, a life-member; and of \$5, an annual member.

The society was incorporated in February, 1865, Benjamin W. Raymond, O. H. Tiffany, George D. Cummings, W. W. Everts, F. W. Fisk, William H. Ryder, Robert Collyer, J. Y. Scammon, Mark Kimball and S. P. Farrington being the charter members. At that time the required age for admission was advanced to sixty years, and the fee increased to \$100. The number of inmates varied from time to time, owing to new admissions, deaths and removals. In 1871, they numbered thirteen, and \$2,000 was expended in their support.

CHICAGO NURSERY AND HALF-ORPHAN ASYLUM—In the latter part of 1859, Mrs. Samuel Howe and a few other ladies undertook the task of maintaining a day school for little ones whose mothers were unable to care for them during the working hours. A room was secured in a house on Illinois Street, near State, a woman was hired as attendant, the ladies acting as teachers and providing, from their own homes, food for the children, who were surrendered to their mothers as they returned from work at nightfall. Early in 1860, other ladies becoming interested in the work, a society was organized upon a permanent basis and its scope enlarged. The constitution adopted explained the objects of the institution to be "the care and maintenance of children of poor women, for the purpose of enabling them to find employment; also the care and maintenance of such children as are deprived, by death or other cause, of either parent." In the autumn of 1860, the number of children cared for having increased from six—the original number—to twenty-five, a house was rented on Market Street.

In the spring of 1861, having outgrown this building, a larger one, on Ohio Street, was obtained, and in the following year another change was found necessary, to a still larger building on the corner of Michigan and Pine streets, which was occupied until 1865; when the lack of a play-ground induced the managers to rent a place on the corner of Wisconsin and Franklin streets. In that year, the society was incorporated by act of the Legislature. In 1869, having come into possession of \$17,000 under the will of Jonathan Burr, steps were taken to secure a permanent home. Through the generosity of William B. Ogden and a few others, a large lot, fronting on North Halsted and Burling streets, near Centre Street, was donated to the society, and Mrs. Mancel Talcott having added \$5,000 to the Burr bequest, work upon the new building was at once commenced. But, having planned beyond their resources, the walls were barely up before their funds were exhausted and work was necessarily suspended. In the summer of 1871, a few gentlemen, giving each \$1,000, together with other subscriptions, enabled work to be resumed, and contracts were let for completing the building. When the great fire occurred it was not quite completed. It was without doors, only partially plastered, and with no heating facilities.

During the time of the fire the children were removed to it for safety, but were again moved when, towards evening of the 9th of October, the destruction of the building seemed imminent. The fire, however, was stayed two blocks south of the asylum, and the next day the children were brought back to it. Notwithstanding the incompleteness of the building the regular inmates were properly cared for, and, during the succeeding fortnight, more than fifty children, who had become lost in the frenzy and confusion of the fire, were sheltered and fed, and finally restored to their friends. Transient adults were also fed daily for a considerable period after the fire, and some were furnished with clothing and bedding.

MRS. EDWARD H. HADDUCK, formerly Miss Louisa Graves, was born in Norwich, Chenango Co., N. Y. Her father, Dexter Graves, moved to Ashtabula County, Ohio, when she was a child, and she accompanied him when he came to Chicago in 1831. There is probably no lady in this city whose life has been so identified with Chicago as has that of Mrs. Hadduck. Being a daughter of one of the earliest pioneers and the wife of another, it is not possible to mention the early records of the city without associating her name with them. She married Edward H. Hadduck in 1834, and for nearly fifty years they passed their married life together. Taking all in all the combined circumstances, there is perhaps no more remarkable incident of early family history in this city. After an active life, Mrs. Hadduck passes her declining years in quiet retirement at her beautiful home on one of Chicago's South Side avenues, happy in the prosperity of the city whose welfare she has done so much to further, and still happier in the honor and affection wherein she is held by its citizens.

TRADE AND MANUFACTURES.

In this volume, the various industries composing the trade and manufactures of Chicago can receive but cursory mention, as the space at command precludes the various extended reviews which are necessary to a comprehensive treatment. It has consequently been deemed expedient to give only a few statements relative to representative individuals and businesses—a full and elaborate recital of the progress and attainments in the commercial province, being reserved for the third volume of this History.

THE COAL SUPPLY.

An indispensable adjunct to the manipulation of iron ore is fuel, and the coke obtained from bituminous coal was early recognized as a valuable substitute for charcoal; thus as the iron industries of Chicago gradually grew, the demand for coal constantly increased. The annual consumption of coal in this city, for manufacturing purposes alone, is enormous, and the transactions in this species of fuel form a considerable item in the annual volume of business. The first shipment of coal consigned to Chicago dealers was received by Newberry & Dole. (See history of Rumsey Brothers & Co., in the history of the Board of Trade.)

The following table affords a view of the growth of the coal trade for the twenty years preceding the fire:

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Receipts -----	46,233	38,548	56,775	109,576	93,020	171,350	87,240	131,204	131,080	184,089
Shipments -----	1,441	2,988	5,068	12,153	16,161	23,942	15,641	16,886	20,364	20,093

	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.
Receipts -----	218,423	284,196	323,275	344,854	496,193	546,208	658,234	799,000	887,474	1,081,472
Shipments -----	12,917	15,245	16,779	24,190	34,066	69,170	83,399	95,620	110,467	96,833

E. K. ROGERS & Co.—The business of this firm was established by E. K. Rogers, Sr.,—the father of the senior member of the present firm,—who was the son of Nathaniel Rogers, and a descendant of Rev. John Rogers, a noted English divine and reformer, who, with all his family, was forced to leave England at an early day, for conscience' sake. E. K. Rogers, Sr., was born at Ipswich, England, in 1812. He received his mercantile training in Boston, where, in 1837, he married Miss Mary B. Curtis. He came to Chicago in 1835, and for some years was engaged in general mercantile business on River Street. He first embarked in the coal business in 1837,* and about 1842 entered the firm of H. Norton & Co. Since that date the firm has undergone several mutations in both membership and style. In 1855, the name became Walter & Rogers; in 1863, Rogers & Co., which is the present (1885) firm style, the members being E. K. Rogers, Jr., and Robert G. Waggener. Mr. Rogers, Sr., retired from the firm in 1871, and died on May 2, 1873.

Edward K. Rogers, Jr., was born in Chicago in 1840, and was educated in the public schools. He has been in the coal business all his life, and is well versed in all of its details. He was married on October 8, 1874, to Miss Annie P. Trimble; they have three children—Annie T., Mary B., and Edith P.

Robert G. Waggener has been connected with the firm of E. K. Rogers & Co., in different capacities, for thirteen years, and was made a partner in June, 1884. He was born in Bloomington, Ill.,

*It is authoritatively stated that Mr. Rogers was the first merchant who received and handled pig iron in Chicago.

on April 4, 1847, the son of Major Thomas T. and Susan (Gunnell) Waggener. His father was quartermaster in the army during the late War. He was well known and highly respected in Bloomington, where he carried on a grain and commission business many years, and where he died from the effects of a poisonous vaccination received while in the United States service. R. G. Waggener enlisted in the summer of 1864, in Co. "F," 3d New York Artillery, as a private, and, for brave and gallant conduct in the battle of Hatches Run, was promoted lieutenant. He was taken prisoner at Farmville, Va., and was with General Lee's army at its surrender at Appomattox Court House. Mr. Waggener was married in April, 1881, to Miss Hattie A. Thomas. They have one son, Robert G.

MEEKER, HEDSTROM & Co.—This firm is composed of A. B. Meeker, E. L. Hedstrom and George W. Meeker, and is the oldest firm in the coal trade, with one exception, in Chicago. The senior member, Arthur B. Meeker, was the first to fully comprehend that Chicago would be the manufacturing center of the Northwest, and therefore a natural center for both coal and iron. In May, 1857, he came to this city, and his dock and yard were at No. 7 North Market Street, about seven years, his first year's business amounting to about \$50,000, while in subsequent years it aggregated, including the iron which he handled, \$10,000,000. Mr. Meeker first became interested in the Wilmington mines. He has long been engaged in the anthracite coal trade, in company with the Lehigh Valley Railroad Company, and with Judge Asa Packer, of Pennsylvania, president of the road. When Mr. Meeker began in the business of mining bituminous coal, that industry was in its infancy; but he has done more than any other one man to render coal so very cheap in Chicago that manufacturers would see in this city peculiarly strong attractions. The firm name was originally Bellamy, Meeker & Co.; in 1858, it was changed to A. B. Meeker & Co.; then to E. L. Hedstrom & Co.; and, in 1881, it became as

it now stands. Mr. Hedstrom is a resident of Buffalo, N. Y., and the business in this city is under the immediate control of A. B. Meeker and his eldest son, George W. Meeker, who was graduated from Yale Scientific School in the class of 1879.

ARTHUR BURR MEEKER was born on July 20, 1835, in Utica, N. Y., the son of Moses Taylor Meeker, who resided twenty years in that city, where he was engaged in the coal trade. His mother's maiden name was Margaret Beckman, formerly of Albany, N. Y., a descendant of one of the oldest and most highly respected Dutch families in that part of the State. A. B. Meeker attended Hamilton College, but, desiring a more active life, at eighteen he left that institution, and then engaged in business with his father. The first cargo of Scotch iron ever shipped from Glasgow to Chicago, without breaking bulk, was brought here by A. B. Meeker & Co., in 1859. The only United States bonded yard in Chicago is devoted exclusively to the storage, in bond, of the imports of this firm; they have also an immense trade in domestic iron. Mr. Meeker is president of the Menomonee Iron Company, and by his efforts the productions of the Lake Superior iron mines have been enlarged and their sales extended among the manufacturers of the West. Coming to Chicago by water and rail, it is distributed in every direction over the railroads, and principally through the agency of the firm of Meeker, Hedstrom & Co. Mr. Meeker has done much toward building up the iron works in this vicinity; he erected the first blast furnace ever put up in Chicago, locating it in that part of Chicago called Bridgeport. He was the projector and, for several

years, the president of the Joliet Iron and Steel Works, which opened in 1860, costing \$2,500,000. He was also quite extensively interested in the iron interests that center in and about St. Louis, Mo., up to 1875. It is no exaggeration to say that Mr. Meeker stands in the front rank among the master spirits of enterprise and business in the West. He was married on September 24, 1856, in Chicago, to Miss Maria Louisa Griggs. They have four children—George W., Louise, Arthur and Margaret.

THE IRON INDUSTRY.

In 1857, the manufacture of iron in this city was insignificant. No iron ore is found adjacent to Chicago, and coal, suitable for manufacturing purposes, is only mined at some distance. Hence, until the improvement of the natural water-ways and the construction of the vast railroad system, this city was deterred from pro-

only \$25,000 in the single furnace of which Illinois could boast. Of the 456,127 tons of crude ore utilized in these furnaces, that in Illinois used only 4,000 tons, or eight-tenths of one per cent. The number of hands employed was thirty, who received \$10,800 wages; only 1,500 tons of pig-iron was produced, of the aggregate value of \$37,500.

No iron blooms were made in Illinois in 1860, eighty-one of the entire ninety-seven establishments engaged in their manufacture being located in Pennsylvania and New York. The census report of the same year shows that mills for the manufacture of bar, railroad and sheet-iron were in operation in six Western States, only one, however, being located in Illinois. The following tables show, at a glance, how trivial was the manufacture in this State:

COMPARATIVE TABLE OF THE MANUFACTURE OF BAR, SHEET AND RAILROAD IRON.

	No. of establishments.	Capital invested.	Number of employes.	Cost of labor.	Tons of pig iron, blooms, etc., used.	PRODUCT—TONS.				
						Bar iron.	Rail.	Plate iron.	Sheet iron.	Total weight.
Six Western States.....	24	\$3,370,300	2,804	\$1,097,166	113,371	44,973	40,000	2,100	1,200	85,273
Illinois (Chicago)	1	200,000	105	96,000	14,000	.....	12,000	.....	.....	12,000
Percent. of Chicago manufacture	4.2	5.9	5.8	8.8	12.3	.....	30.	.....	.....	10.4

curing the crude material necessary for production. But when this locality became accessible, the iron manufacturers arose from zero, in 1860, to the rank of fifteenth, as by the census of 1870, and to the fourth, in the census of 1880.

This was the result of the city's geographical position between the ore-beds of Northern Michigan and the coal-fields of Pennsylvania, and Illinois, such localities being placed in easy reach of the manufacturers by the canal and the railroads. These natural and artificial adjuncts have combined to render Chicago a center from whence can be supplied the needs of the people now settled, and to settle, in the great Northwest; and the possibilities of this manufacture are simply co-ordinate with the capacity of that vast domain. Producers of pig-metal can hardly desire better ore than that furnished by the mines of Michigan; and ages will elapse ere the bituminous coal of Illinois, from which coke is manufactured, becomes exhausted. Coal and coke are also supplied to this city from the mines of West Virginia and Pennsylvania, over many competing trunk lines and intersecting railroads.

It will therefore be readily comprehended how the facilities for procuring the raw material were apprehended by Chicago manufacturers, and the rest was merely a question of money and commercial enterprise. These latter qualities being utilized, they resulted in advancing the scale of this branch of business to its present prominence.

No furnace worthy of notice was in operation in the entire State of Illinois from 1860 to 1868. Yet the iron industry in this city properly dates from 1857, when Captain Eber B. Ward, of Detroit, built the Chicago Rolling-Mill on the North Branch of Chicago River. This mill, originally built for the purpose of re-rolling rails, formed the nucleus of the present very extensive works of the North Chicago Rolling-Mill Company.

In 1860, in seven Western States—Ohio, Kentucky, Michigan, Missouri, Wisconsin, Indiana and Illinois—there were seventy-six furnaces manufacturing pig-iron. The aggregate capital was \$6,223,000, of which amount \$5,174,000 was invested in Ohio and Kentucky, and

NORTH CHICAGO ROLLING-MILL Co.—The works out of which the present plant of the North Chicago Rolling-Mill Company has grown, were established in 1857, as a private enterprise of Captain Eber B. Ward, of Detroit, Mich., in which he associated with himself two or three capitalists living in Boston, Mass. The amount of money invested was \$225,000, and the original capacity of the works was about one hundred tons a day of iron rails, employing about two hundred men. In 1864, an additional mill was built, practically doubling the capacity of the works to keep pace with the demands made by the growth of the railway system centering in Chicago. A puddling department had also been added to the original mill. In 1864, the Chicago Rolling-Mill Company was formed, with a capital stock of \$500,000, and the private enterprise of Captain Ward was merged into this company. During 1866, the mill was destroyed by fire, but was at once re-built, adding considerably to its original capacity. In 1869, in order to extend the manufacture of iron and steel, and to secure other properties, not to be obtained under the general laws of Illinois, a special charter was granted to the North Chicago Rolling-Mill Company, which was then organized with a capital stock of \$1,000,000, and the works of the Chicago Rolling-Mill Company became merged into this company. In 1870, two blast furnaces were added, at a cost of \$250,000, for the purpose of supplying the works with pig metal, which, up to that time, had been purchased in Pittsburgh. In 1872, a Bessemer-steel plant was added, at a cost of \$350,000, for the purpose of making Bessemer-steel rails. The first steel rail ever rolled in America, was rolled at the works of this company on May 24, 1865, from steel blooms made by Captain Ward, at his works in Wyandotte, Mich., and made entirely from Lake Superior iron ore. In 1878, the works of the Milwaukee Iron Company, then engaged in the manufacture of pig metal, iron rails and merchant sizes of bar iron, at Bay View, Wis., were purchased by the North Chicago Rolling-Mill Company; and, during 1882, a further addition was made at South Chicago, Ill., by the building of four blast furnaces and a Bessemer-steel department and a steel rail-mill, at a cost of \$3,000,000, the capital stock of the company being increased to \$5,000,000, so as to include the purchase of the works at Milwaukee, the original works on the North Branch of the Chicago River, and those at South Chicago.

The following tables are self-explanatory:

Materials received at the works of the Chicago Rolling-Mill Company during the year ending July 1, 1884.

Iron Ores.....	301,882 tons.
Coke	276,792 "
Bituminous Coal.....	176,763 "
Limestone	119,633 "
Old Iron Rails.....	23,467 "
Spiegeleisen.....	15,792 "
Scrap Iron.....	12,142 "

Total..... 926,471 tons.

Product of the North Chicago Rolling-Mill Company's works for the year ending July 1, 1884.

Pig Iron	187,833 tons.
Steel Ingots	198,167 "
Steel Rails	170,733 "
Muck Bar	10,007 "
Angle and Splice Bars	11,107 "
Merchant Iron	31,059 "
73,240 kegs of Nails	3,712 "
Total	612,708 tons.

The number of men employed by the company at their several works, during the year ending July 1, 1884, was five thousand eight hundred, and the pay-roll aggregated \$250,000 a month. Upon the organization of the Chicago Rolling-Mill Company, in 1864, S. Clement was elected president, E. B. Ward, treasurer, and O. W. Potter secretary and general superintendent, and it was so continued. Upon the re-organization into the North Chicago Rolling-Mill Company, in 1869, the same parties were elected officers of the new corporation. In 1871, S. Clement retired from the presidency, and O. W. Potter was elected president, Eber B. Ward treasurer, and Richard C. Hannah, secretary. Upon the death of Captain E. B. Ward, in 1875, S. Clement became treasurer. The officers elected at the annual meeting held July 25, 1884, were O. W. Potter, president, Chicago; N. Thayer, vice-president, Boston, Mass.; S. Clement, treasurer, Milwaukee; and Richard C. Hannah, secretary, Chicago. W. L. Potter is superintendent of the Chicago works, which consist of two blast furnaces, one sextuple and eight quadruple puddling furnaces, twenty-three heating furnaces, ten trains of rolls, and one five-ton steam hammer; Bessemer-steel works, having two six-ton converters and all the appliances for making iron and steel rails. The annual capacity of this plant is 55,000 tons pig iron, 120,000 tons steel rails and 60,000 tons iron rails. The South Chicago Works, Edward C. Potter, superintendent, have four blast furnaces, three ten-ton Bessemer converters, four Siemens' heating furnaces, and one two-high reversing, finishing, train of rolls, and their estimated capacity is 224,000 tons of pig metal, 200,000 tons of steel rails. The Milwaukee Works, William B. Parks, superintendent, have two blast furnaces, seven quadruple and two double puddling furnaces, twenty-one coal and five Siemens' heating furnaces, seven trains of rolls and one hammer. Their annual capacity is 55,000 tons of pig iron, 60,000 tons of iron rails, 40,000 tons of merchant bar iron, 20,000 tons of fish-plates. A new nail-mill has also just been added to this plant, with a capacity of 1,000 kegs of nails a day.

CAPTAIN EBER B. WARD was born in New Flamborough, Upper Canada, December 25, 1811. His parents, Eber and Sallie (Potter) Ward, were residents of Vermont, but, in 1870, had started to come to the West, stopping for a brief season in Canada, where their son Eber was born. Early in 1812, the family located at Newport, now Marine City, Mich., where they settled on a farm. There Eber passed his boyhood, helping his father clear and work his land, varying this with trapping and fishing, also in attending school, on an average, perhaps, three months of the year. To these limited educational facilities in the schools was added a careful training by his worthy parents, not only in book-learning, but in the inculcation of those excellent principles which in later years marked the character of the son whose life we now write. In 1834, Eber went to work with his uncle, Samuel Ward, on St. Clair River, near Newport, and who, besides employing quite a number of men in getting out ship timber, conducted a farm and kept a store and the post-office in the village already mentioned. The duties of young Ward were varied—now superintending a gang of men in the woods, then directing the labor on the farm, with occasional service as clerk and salesman in his uncle's store. Thus two years passed, and he was induced to take an interest in a small schooner which his uncle owned; and so was formed a partnership which existed until broken, many years later, by the death of the senior member of the firm. In 1840, the partners built their first steamer for river service. They soon after engaged in building steam vessels, and at one time owned and operated a line of twenty boats on the rivers of Michigan and also upon lakes Erie, Huron, Michigan and Superior. During 1845, when the Michigan Central Railroad was only completed to Marshall, Mich., a line of communication from that point to St. Joseph, by stage, was opened, and thence to Chicago by two steamers, which were owned and managed by Captain Ward, the first he operated as passenger boats on Lake Michigan. In 1846, the railroad was finished to St. Joseph, and the stages were abandoned, his vessels making connections with the trains of that place for Chicago. When the road was completed to New Buffalo, Mich., Captain Ward's vessel ran from there to Chicago and Milwaukee, and so continued until 1852, when the Michigan Central Railway entered Chicago. The present line of Goodrich steamers had its origin in the line of vessels owned and

operated by Captain Ward forty years ago. In the early days of his career as a lake navigator, Captain Ward was wrecked in a small schooner (this only vessel) off the shore of what is now South Chicago, and near the site of the South Chicago Rolling-Mills. On this occasion, Captain Ward lost everything he possessed in the way of worldly goods, besides narrowly escaping with his life. He related the incident years afterward, and said, when he reached shore he was the fortunate possessor of a pair of pants and a shirt, the only articles of clothing with which he had been able to leave his ill-fated vessel. In 1855, foreseeing that the era of railroads had reached the West, and that the time was at hand when the ship-carrying trade would be seriously affected, he began decreasing his interests in this direction. At the same time, with commendable foresight, he made heavy purchases of pine-lands in Michigan, and also in iron mines in the Lake Superior region. In that year, he established his rolling-mills at Wyandotte, Mich., a few miles below Detroit. In 1857, he founded the works in this city, out of which have grown the present North Chicago Rolling-Mills Company. Of the subsequent development of Captain Ward's enterprise the reader is familiar, and so can form some idea of the man's business tact and of his ability to successfully carry on great undertakings. His treatment of his men was such that he invariably commanded their respect, and always held their confidence that he would do all in his power for their best interests. On one occasion, four hundred employes in his mills at Wyandotte struck, and sent a committee to him to ask for higher pay. He received the committee in the most friendly manner, and, after listening courteously to their story, thus addressed them: "You remember that not long ago your wages were raised a little. I claim no credit for it, but the market was upward and I thought it fair and safe to do it. Now, you want higher wages when prices are falling. That is impossible. Here is the price-current, and you will see by it that I am right. Go home, and tell the men that I always try to do the best I can, in justice to myself and the other owners and to them, but this I can not and shall not do." This was said kindly, but with a firmness not to be misunderstood. The next day the men returned contentedly to their work. A leading object of his life was to help the people who worked for him to homes of their own. He believed in charity, and was a liberal giver to religious and educational institutions; but so far as individuals were concerned, he adopted the principle that to give a man work was to bestow the best charity. The distressed he was always ready to help. One year, one of his vessels, a steam barge, towing two boats loaded with ore, sank, and every man on board perished. Captain Ward made investigations, and found the crew had all been unmarried men, except the captain, who had left a wife and children, living in Detroit. He sent his sister Emily to inquire into their condition; she did so, and reported that with the exception of a mortgage of five hundred dollars on their little home, the family would be able to get along quite comfortably. Captain Ward immediately drew his check for six hundred dollars and gave it to his sister, who took it, and paying off the mortgage gave the balance to the widow. Another incident illustrating his charitable inclinations, is related by O. W. Potter, who was for so many years intimately associated with Captain Ward. One evening, in 1866, a number of persons had gathered at Mr. Potter's home, Captain Ward being of the party, to discuss ways and means of raising funds with which to build a certain church-edifice. Captain Ward had intimated that he would help in the enterprise. While in the midst of their deliberations, it was discovered that the North Chicago Rolling Mills were in flames. Every member of that meeting felt that, in view of the misfortune which had befallen Captain Ward, they had no right to expect him to give much, if anything, to their church. On the following morning, several members of the evening party were at the scene of the previous night's fire, and there met Captain Ward. While viewing the outlook, one of his friends remarked to him, that while they all regretted the loss which had befallen him, they were doubly sorry, as it would seriously interfere with their plans of building the church. Captain Ward asked the speaker how much they had expected him to give. The gentleman named a sum. With a good-humored chuckle, the Captain turned to Mr. Potter, and said: "Put me down for just double that amount, and then you fellows go ahead and see if you can get that church done by the time I get these mills re-built." It is almost needless to add the church was speedily built. At the time of the fire of 1871, Captain Ward was among the first to visit Chicago and to identify himself with the Relief and Aid Committee. Nearly five hundred families of his employes in the rolling-mills found themselves homeless and also penniless. To these Mr. Ward gave his personal attention, and for nearly a month saw that they were fed and cared for. In his home, Captain Ward was the soul of hospitality, and his highest enjoyment was when he laid aside the cares of business and devoted himself to the entertainment of his family and friends; among the latter he counted many who stood high in public esteem. On one occasion he attended a reception held in Washing-

ton, at the home of Schuyler Colfax, then speaker of the House. Among the notable personages, it was a matter of general comment that the two plainest dressed men attracted the most attention, and these were Ben. F. Wade, the well-known statesman, and Captain E. B. Ward. Captain Ward when young had only limited educational advantages, but such were the natural powers of his mind, that in later years he not only kept himself informed on all important questions of the times, but cultivated books and authors to that extent that few men possessed a wider range of knowledge on the best literature of the world than he. He wrote several articles on the trade and industries of this country, as affected by free trade and protection. These were published in pamphlet form and were widely read. As a speaker, he always expressed himself with an energy and earnestness that carried conviction to those who heard him. In 1868, he delivered an address at the Wisconsin State Fair, at Madison, the closing words of which show the character of the man. He said: "I do not feel a stranger among you. Coming to this country forty years ago, in my boyhood and youth I shared the toils and privations of our pioneer life. I have rolled and burned logs, and ploughed and planted and harvested amidst stumps and girdled trees, with the forest all around the little clearing. I have sailed along the wild shores of your then new territory, landing at Milwaukee when a few poor cabins were the pitiful beginning of what is now a large and beautiful city. I landed flour in a small boat lying off the mouth of the Chicago River, when there were only a few houses, a ruinous warehouse, an old fort and a miserable, so called, hotel on the open prairie, where now stands another great city. * * * My efforts have been with yours in this great western field. Much has been done, and much remains to be done. Let us go on and build up a future in your State and in our country, in which labor shall be free and respected, genius and skill find scope in many ways, and farmers and manufacturers work out in fraternal spirit the great problem of industrial independence." Captain Ward was twice married; first, in 1837, to Miss Mary McQueen, of Newport, Michigan. They had seven children, five of whom were living at the time of his death. His second marriage was in 1869, to Miss Catherine Lyon, of Conneaut, Ohio. By this union there were two children, who are still living. While in the street, and apparently in the most robust health, Captain Ward was stricken with apoplexy, and died almost immediately, on January 2, 1874, at Detroit, Mich.

ORRIN W. POTTER was born in Rochester, N. Y., December 25, 1836. His father was Abel Potter, by occupation a farmer; his mother was Cynthia Lathrop, and a most estimable woman. Orrin was given such educational advantages as were afforded by the common schools. At an early age he developed a fondness for mathematics and civil engineering, and when fifteen years old he joined a surveying party, with which he traveled over portions of his native State, afterward extending their operations into Canada. In 1856, he came West, and entered the employ of Captain E. B. Ward as a clerk in his rolling-mill office at Wyandotte, Mich. In May, 1857, when Captain Ward established his works in Chicago, Mr. Potter came to this city, and became bookkeeper and paymaster in the rolling-mills. Upon the organization of the Chicago Rolling-Mill Company, in 1864, he was chosen its secretary, and was also made general superintendent of the works. In 1871, on the retirement of Captain Clement from the presidency, Mr. Potter was chosen to that position, which he has since filled. It is said, in no commendatory spirit, but as a matter of simple justice, that it is due to Mr. Potter's wise and conservative management, that the North Chicago Rolling-Mill Company has been safely tidied through the many panics and depressions attendant upon the iron interests of this country during the past thirty years. His wide knowledge of the business, and his long experience in its practical workings, peculiarly qualify him for the position he has held so long; while natural executive ability has enabled him to place at the head of the different departments of the mills men of the highest practical worth. Having begun as a clerk at a salary of \$300 per annum, and steadily advanced, until he has reached his present position, he knows the value of experience and long training in any calling, and that steady and well-directed industry is apt to achieve more than is usually accomplished by an inconsistent genius, however brilliant. Mr. Potter married, in 1858, Miss Ellen Owen, daughter of Benjamin F. Owen, of Newport, Mich. They have had four children, one son and three daughters—Edward C., who attended the School of Technology at Boston, and graduated at Harvard College, and is now superintendent of the South Chicago Mills; Agnes Lyon, wife of James C. Hutchins, of this city, of the law department of the Chicago & Rock Island Railway; Gertrude Whiting, and Margaret Horton.

NATHANIEL THAYER, vice-president of the North Chicago Rolling-Mill Company, dates his connection with this corporation only since his father's death, which occurred a few years ago. Nathaniel Thayer, Sr., was, even in early days, a prominent capitalist of Boston, and, in company with John W. Briggs, Sidney Bartlett,

John M. Forbes, W. J. Roach and Edward Mandel, projected and mainly built the Michigan Central Railroad. In 1856, these gentlemen suggested to Captain Ward the propriety of establishing rolling-mills at Chicago, in addition to those he was already operating in Wyandotte, Mich., and offered to furnish what capital Captain Ward lacked, to aid the enterprise. It was thus that Mr. Thayer became associated with Captain Ward in the North Chicago Rolling-Mills, retaining his interest in the plant, through its various changes, until his death. Nathaniel Thayer succeeded to his father's interest, which he has since held, as he has also his present position as the vice-president of the company. Mr. Thayer resides in Boston, has large amounts of money invested in Western enterprises, being, in addition to his interests in the North Chicago Rolling-Mills Company, a large stockholder in the Union Stock-Yards and Transit Company of this city, of which he is also an officer.

JOHN C. PARKES, general manager of the North Chicago Rolling-Mill Company, was born in England on July 27, 1831. His parents came to America when he was a child and located in New York State. His education was received at the common schools, and when he finished his studies he became identified with the iron business, with which he has since been connected the greater part of his life. His father was in the iron trade at Troy, N. Y., and, later, at Wheeling, W. Va. During the gold excitement in California in 1851-52, Mr. Parkes was among those who went to the New El Dorado, in the hope of amassing a fortune. He remained a number of years, but his health began to fail him, and he abandoned that work and was connected with a newspaper called the Dutch Flat Inquirer. This journal, of which Mr. Parkes was publisher, was among the first to advocate the route for the Central Pacific Railway, which it ultimately adopted. In 1863, Mr. Parkes came to Chicago to make his permanent home. He obtained a position as traveling representative of the North Chicago Rolling-Mill Company, and was afterward made foreman of the works, when they comprised but one building on the North Branch. He has seen their interests develop till it is now one of the greatest concerns of the kind in this country. In 1878, when the company took possession of the works formerly operated by the Milwaukee Iron Company at Milwaukee, Mr. Parkes, as superintendent, went there and assumed charge of the works. He remained there three years, and, upon his return to Chicago, was made general manager of the entire business. Mr. Parkes was married July 25, 1866, to Miss Mary V. Clybourn, youngest daughter of Mrs. Archibald Clybourn, one of the oldest living residents of Chicago. Mr. and Mrs. Parkes have six children—Mamie C., Henry C., John C., Percy, Belle Blanche, and Ella. Their youngest daughter, Jessie, died in April, 1885. Mr. Parkes belongs to the Union League and Washington Park clubs, and is a member of Oriental Lodge, No. 33, A. F. & A. M.

CAPTAIN STEPHEN CLEMENT, treasurer of the North Chicago Rolling Mill Company, and who has been connected with these mills since 1857, is one of the pioneer settlers of the West, and as such has contributed his share toward building up its splendid civilization of to-day. He was born in Erie, Penn., June 25, 1813, the son of Richard and Chloe (Hinchey) Clement. In his early life his educational advantages were limited to what instruction was given him in the common branches by his parents; but as he grew older, he supplemented this by reading and study of whatever books fell in his way, until he became a well informed man. At fourteen years of age he became a clerk in a general store in Erie, where he remained until 1834, when he came West, stopping at that time for a brief period in Chicago, finally locating in Indiana. In the spring of 1837, he returned to this city as master of the schooner "Philadelphia," which he continued to sail between Chicago, Buffalo, and other ports until 1842. In the spring of that year, he began sailing, for Captain Ward, the Schooner "General Howard," and in the fall took charge of a small side-wheel steamer "Huron," also owned by Captain Ward, and which then made regular trips carrying both passengers and freight between this city and St. Joseph, Mich. In 1852, and when the Michigan Central and the Michigan Southern Railroads were completed to Chicago, Captain Clement began operating a line of steamers under his own name, which plied on the west shore of Lake Michigan, and was known as the Clement Steamboat Company. In 1856, when Captain Ward disposed of his shipping interests, he sold most of his vessels to a syndicate composed, as Captain Clement says, "of the boys who were, or had been, in his employ"; and for a time the captain retained his interest in the property. In the following year, Captain Ward having decided to establish mills in this city, their erection was begun under the immediate supervision of Captain Clement, and, on being started up, were managed by himself and Mr. Potter. In 1864, on the organization of the Chicago Rolling-Mill Company, Captain Clement was chosen its president. He held this position five years, and, in 1869, when the North Chicago Rolling-Mill Company was formed, was again elected to the same office.

In 1871, he retired from the presidency, and, for a time, severed his official connection with the company, save as one of its leading stockholders, until, in 1875, when, on the death of Captain Ward, Mr. Clement was chosen treasurer, which position he has since filled. Captain Clement's home is in Milwaukee, where he has resided since 1878, and where he has supervisory charge of the company's branch works at that place. As treasurer of the company, he has had its financial affairs in charge, and these have always been ably administered at his hands. Of his personal character we would like to speak, were we not fully aware of his decided aversion to having anything concerning himself appear in print. It was only after some difficulty that the few facts of his life and career were obtained, to complete the sketch of the mills, toward the success of which he has done so much.

RICHARD C. HANNAH was born in LaPorte, Ind., in 1838, the son of William C., and Sarah (Clement) Hannah. His father was a lawyer of marked ability, and a man who figured prominently in the political history of his State. The son was given excellent educational advantages, but before quite completing his collegiate course, he, at the age of twenty-one, quitted his studies for a period of travel in foreign countries. He remained abroad five years, four of which were spent in the service of his Government, as consul at Santander, Spain, having been nominated for that position by President Lincoln, almost immediately following his assuming the executive chair. Mr. Hannah returned home in 1866, and soon joined a surveying party engaged in laying out the lines of certain proposed railroads, running through the States of Indiana and Illinois. In 1867, he came to this city, and entered the service of the North Chicago Rolling-Mill Company, as an assistant in the paymaster's office. He was chosen secretary of the company in 1871, a position he has most creditably filled to the present time.

UNION STEEL COMPANY.—In March, 1862, Andros B. Stone purchased a quantity of land on the south fork of the South Branch of the Chicago River, near Thirty-fifth Street and Ashland Avenue. This purchase was made for the firm of Stone, Chisholm & Jones of Cleveland, Ohio, the object being to erect a mill thereon for the purpose of re-rolling old rails. This was immediately done, and the mill with a capacity of fifty tons of rails a day, was put into operation on July 4, of that year. In 1863, the company was incorporated as the Union Rolling-Mill Company, distinct from the Cleveland Rolling-Mill Company, which institution was incorporated about the same time. The capital stock of the Union Rolling-Mill Company was originally \$75,000; and its first officers were Andros B. Stone, president; and William Chisholm, secretary. In 1871, Mr. Chisholm was made vice-president and J. B. Stubbs secretary. In 1872, the company commenced rolling steel rails, and, until 1879, rolled rails of both iron and steel, gradually increasing the number of the latter, and decreasing that of the former, until, in that year, they ceased altogether to roll iron rails. During 1879, the name of the company was changed to the Union Iron and Steel Company, and J. B. Stubbs became vice-president and W. C. Runyan secretary. In 1880, A. L. Griffin became vice-president, Lucius S. Boomer secretary, and William Watson general superintendent. In 1883, owing to the dull state of the iron trade, the works suspended operations, and in the spring of 1884 the property was sold to a new company organized under the name of The Union Steel Company. The officers of this organization, in 1884, were—H. H. Porter, president; R. R. Jones, superintendent; M. A. Farr, secretary; and C. W. Hillard, treasurer. The capital stock of the company is now \$4,600,000, and the capacity of the work equal to five hundred tons of steel rails and seventy tons of other merchantable steel a day. Those connected with this enterprise are representative Chicago men, the majority of them having been identified for years in its commercial and industrial interests. H. H. Porter, president of the company, is well known as having been for twenty-five years past, connected with some of the leading railroads of the country; beginning as a clerk in 1853 in the offices of the old Galena Railway, finally filling the position of general manager of the Chicago & North-Western, and later president of the St. Paul & Omaha line. A brief sketch of Mr. Porter's life appears in connection with the history of the Chicago & North-Western Railroad. The present officers of the company are—H. H. Porter, president; J. C. Morse, vice-president; R. Forsyth, general superintendent; and C. W. Hillard, secretary and treasurer.

M. A. FARR, ex-secretary of the Union Steel Company, is a native of Essex County, N. Y., born August 9, 1853. He attended school at Cleveland, Ohio, and afterward entered Carroll College at Waukesha, Wis., from which institution he graduated in 1872. The following year, he came to this city, which has since been his home, and engaged in the real estate and lumber trade. On the organization of the Union Steel Company, he became a director of that corporation and was at the same time chosen its secretary.

CHARLES W. HILLARD, secretary and treasurer of the Union Steel Company, was born in Romford, Essex, England, and is the son of Rev. Charles and Sarah (West) Hillard. After leaving col-

lege, he entered the service of the Great Western Railway, in England, with which corporation he served in various capacities in their locomotive and car-works until 1874. In that year, he moved to Canada, and became the secretary of the Royal Canadian Bank, which position he filled for nearly two years. He next became connected with the Grand Trunk Railway, as secretary to its general manager, Mr. Hickson. He remained in that capacity two years, when he came to Chicago, as secretary to H. H. Porter, who was at that time, president of the Chicago, St. Paul & Minnesota Railway. A little later, Mr. Hillard was made secretary of that corporation, and, besides being now the treasurer of the Union Steel Company, he is also connected officially with several prominent industrial enterprises.

R. R. JONES, ex-superintendent of the Union Steel Company, is a native of New Jersey, born on July 16, 1850, the son of Rev. S. B. Jones, a prominent Presbyterian clergyman, and Sarah Chester Jones. He was given a thorough academic education, after which he entered the Worcester (Mass.), Institute of Technology, finally completing his studies at the Cooper Institute, New York. In 1867, he became connected with the Cumberland Nail and Iron Works, at Bridgeton, N. J., and in the following year with the Novelty Iron Works of New York City. He remained there until 1869, when he went into the locomotive department of the Worcester & Nashua Railway shops. During 1873, he became connected with the well-known firm of Snell & Gregerson, civil engineers of Boston. In 1875, he entered the service of the Government as a United States engineer, being engaged on the public improvement of the Mississippi River at the rapids near Des Moines, Iowa. He was thus employed until January, 1882, when he became superintendent of the Union Iron and Steel Company, and when that corporation was merged into the present one, he was continued in the same office. Mr. Jones is a member of the Institute of Mining Engineers, of the Association of American Mechanical Engineers, of the Western Society of Engineers, of the Mechanics' Association of Worcester, Mass., and of the Academy of Sciences of this city. Mr. Jones married, on January 7, 1879, Miss Sierra Nevada Ivins, daughter of William Ivins, of Keokuk, Iowa. They have but one child, Bessie E.

FOUNDRIES.—As specified in the preceding volume, the firm of William H. Stow & Co. erected the first foundry in this city—the firm comprising the senior member and Jones, King & Co. The foundry was situated on Polk Street, west of the South Branch, and covered nearly a block of land, which cost \$15,000. It was there that the first steam-engines were made in Chicago, William Avery, who had come from Syracuse, N. Y., for that purpose, superintending their construction. The machinery in the foundry and machine-shop was propelled by one of the Avery rotary engines, which he had made in Syracuse, and brought to Chicago with considerable machinery, all of which was set up in the works of William H. Stow & Co. Mr. Avery brought out from Syracuse with him, as foreman, Silas Ayres. These first engines, of which there were two, were low-pressure, horizontal ones, had a seven-foot stroke, and a diameter of about thirty-eight inches, and were placed in the side-wheel steamer, "James Allen," for which they were made. With a pressure of forty pounds, and thirty revolutions a minute, they were rated at about ninety horse-power. Mr. Avery, after placing these engines in the steamboat, "Allen," built to ply between Chicago and St. Joseph, Mich., took a contract on the Illinois & Michigan Canal. The foundry in which these engines were made, was moved, in 1847, to the corner of Randolph and Canal streets, by H. M. Stow, a brother of William M. Stow; and, in 1848, the machinery was shipped by him to California, through the Welland Canal, and round Cape Horn, in a vessel owned by R. K. Swift. During the continuance of this foundry, which was abandoned in 1849, a number of the Avery rotary engines were manufactured, but few, if any, of them exceeded twenty-five horse-power. The steamer, "G. W. Dole," which was built in 1838, up the South Branch, just above the Polk-street bridge, was supplied with an engine raised from the sunken steamer, "Detroit."

The following table* shows the extent of manufacturing castings in Cook County during 1860:

DESCRIPTION OF CASTINGS.	No. of Establishments.	Capital Invested.	Raw Material used (Cost.)	No. of Employees.	Wages Paid.	Value of Manufactured Product.
Car Wheels.	1	\$ 10,000	\$ 3,200	2	\$ 2,150	\$ 56,000
Iron railings.	1	200,000	415 000	155	96,000	660,000
Ornamental iron work.	1	2,000	1 950	10	3,600	6,000
Castings not specified.	6	129,000	82,675	96	30,180	221,000
Agricultural implements—						
Mowers and Reapers.	1	500,000	96,200	200	54 986	414,000
Threshers and horse-power	2	137,000	15,800	67	26,160	80,000
Miscellaneous.	1	25,000	6,000	27	10,680	25,000
Machinery†.	16	346,000	249,034	597	234,120	582 500

SCOVILLE IRON WORKS—The business now conducted by H. H. Scoville, under this name, was originally founded by Hiram Scoville, Sr. He came to Chicago in 1837, and, in 1842, in company with P. W. Gates, his son-in-law, started a foundry and machine-shop at the corner of Washington and West Water streets. In 1848, Mr. Scoville withdrew from the firm, and, with his three eldest sons, started in business under the name of H. H. Scoville & Sons. A lot was purchased, at the corner of Canal and Adams streets, of William B. Ogden, and to this was moved a frame building that had formerly stood on the corner of Randolph and Clinton streets. The business prospered from the start, and shortly afterward they erected a brick building, about fifty by eighty-five feet in size; and afterward covered the entire lot with buildings. There they commenced building freight and flat cars for the Galena & Chicago Union Railway Company. John B. Turner, president of the road, shipped on a schooner from Michigan a car as a sample for them to pattern after. The cars made by this company were the first freight and flat cars to run out of and into Chicago. After this the company began to build passenger cars, and ultimately to build locomotives. Upon the completion of three of these locomotives, certain individuals became ambitious to organize a large stock company, believing that a much more extensive and prosperous business could be carried on. Accordingly, the company was incorporated under the name of The Chicago Locomotive Company, with an authorized capital of \$250,000. Quite a large number of the leading citizens of Chicago became stockholders, among them William B. Ogden, William H. Scoville, E. H. Haddock, D. R. Frazer, Robert H. Foss, E. W. Willard, H. H. Scoville, Thomas Dyer, B. W. Raymond, W. H. Brown, Sholto Douglas and Charles Reissig. The first officers were W. H. Brown, president; Sholto Douglas, secretary; William H. Scoville, superintendent; and D. R. Frazer, assistant superintendent. Members of the Scoville family subscribed about \$50,000, and paid for their stock; others, whose names were secured principally for the influence they would carry with them, subscribed much smaller sums, therefore a considerable amount of the subscribed stock was not paid for. For this reason, the working capital of the company was much smaller than the authorized capital, and hence the credit of the company was not as high as had been that of H. H. Scoville & Sons. The corporation was therefore embarrassed from the first; and although it completed seven other locomotives, making ten in all, the business of the company amounted to but very little after about 1855 or 1856. Previous to this time certain members of the company became anxious to control its affairs, and, in order to do this, purchased most of the stock. At length there were left but three members, E. H. Haddock, Robert H. Foss and E. W. Willard. Mr. Haddock, having purchased most of the stock, held most of the affairs. Mr. Haddock then bought all the stock, and became the sole owner of the company's property, which he afterward sold to the Pittsburgh, Fort Wayne & Chicago Railway Company. In 1859, H. H. Scoville, Jr., in company with Charles Reissig, built the three tanks, one in each division of the city, used as reservoirs

for the city water supply. In 1860, he sold his interest in the business they had established to Mr. Reissig, then went to Colorado, and started a shop at Denver, where he remained seven years. In 1867, he returned to Chicago, and, in 1868, established himself in business in company with E. C. Preble, under the firm name of E. C. Preble & Co. Some time during that year, Mr. Preble withdrew; and since that time Mr. Scoville has been sole proprietor of the works, to which he then gave the name of the Scoville Iron Works. They were at first located at the corner of Quincy and Clinton streets, where they remained five years. They were then moved to Nos. 17-21 Clinton Street, remaining there until 1879, when they were moved to their present location, where Mr. Scoville manufactures steam engines, comet stone-crushers, stamp-mills, and every variety of mining machinery, and where, in 1884, he commenced the manufacture of machinery which bids fair to revolutionize the method of treating ores. This machine was invented, developed and perfected by William A. Koneman and Mr. Scoville, and by its use a much larger percentage of mineral is extracted from the ore or quartz than by any method heretofore pursued. A plant of this machinery has been completed, and shipped to the mining districts, where it is now in practical operation.

HIRAM H. SCOVILLE was born in Litchfield County, Conn., January 3, 1795. In his infancy, his parents removed to Onondaga County, N. Y., and there his boyhood was passed on his father's farm, his educational advantages being only such as were afforded by the common schools. On attaining his majority, Hiram determined to learn mechanical engineering, and accordingly entered a foundry and machine shop at Syracuse, N. Y., where, having developed unusual talent in his chosen calling, he mastered thoroughly its details. In 1832, he, with two other young men, built a small steamboat, which was put into practical operation on Cazenovia Lake; subsequently this vessel was placed on the Erie Canal, which had but then been recently completed. In 1837, Mr. Scoville came to Chicago to superintend the construction of a marine engine for a magnificent lake steamer, which was then about to be built here. Owing to the financial depression of that year, this vessel was never completed, but a smaller one, the "James Allen," was afterward built under his supervision. His next venture was as a contractor on the old Illinois & Michigan Canal, he having for a partner the well-known Captain William H. Avery. In 1843, owing to the deplorable condition of the State finances, work was entirely suspended on the canal, and Mr. Scoville withdrew from his partnership with Captain Avery, to engage in the iron business, with which he was identified to the time of his death, over thirty-five years later. In 1855, Mr. Scoville retired from an active business life, leaving his son, Hiram, Jr., to continue the business. Mr. Scoville died on March 28, 1879, honored and esteemed by all who knew him. As a mechanic, he had not his equal in the West, and it was his practical brain and untiring industry that contributed so largely to the success of every undertaking in which he had any management or control. To him, also, belongs the credit of originating many useful inventions, among which may be mentioned the cam-motion for self-raking reapers; of this the Patent Office records show his patents to have been the first filed for this device in that office. Mr. Scoville married, on March 23, 1819, Miss Betsey Elvira Sherman, daughter of Deacon Samuel Sherman, of Manlius, Onondaga Co., N. Y. They had nine children, five of whom survive.

HIRAM H. SCOVILLE is the son of Hiram H. and Betsey Elvira (Sherman) Scoville. He was born at Syracuse, N. Y., February 19, 1833. When he was but four years of age his parents located in Chicago, where he has since lived, with the exception of from 1860 to 1866, when he resided in Denver, Col. His education was obtained in the excellent schools of this city, and this fact, in addition to his inherited taste for mechanical pursuits, has had everything to do with the success he has achieved in his business life. At an early age Mr. Scoville entered upon a regular apprenticeship under his father's personal supervision, and during that period he became a thoroughly practical mechanic. On attaining his majority he was associated with his father and an older brother, under the firm name of H. H. Scoville & Sons, in the manufacture of steam engines and general machinery; and in 1868, when his father retired from active business, he became the sole proprietor of the Scoville Iron Works, the reputation of which he has since fully maintained, and which justifies their classification among the foremost industrial institutions of the country. Mr. Scoville married, in 1860, Miss Eliza M. Barnes, the daughter of Hamilton Barnes, of this city. They have four children—Belle, Jessie, Anna and Edna.

CHARLES REISSIG.—On May 26, 1845, when Charles Reissig arrived in Chicago, and went to work in the machine-shops of P. B. Andrews & Co., he was the only boiler-maker in the city. The firm were at that time engaged in the manufacture of engines, and had, in connection with their machine-shops, a blacksmith-shop, and a few tools that could be utilized in the repair of boilers, but

* The figures given are for Cook County, but it may be fairly assumed that there are no other establishments almost all the iron-manufacturers of the country, should an estimate be given, when contrasted with the enormous amount of business transacted in the present carried on in this city, it must be borne in mind that the figures here given are a thousand put over against ninety percent, and the amount of work was doubled.

† Figures, approximately.

of no practical utility for the building of new work. The first job Mr. Reissig did, was to repair the boiler in his employer's works; and the first new boiler he built was in Woodward's Hydraulic Mill, at the foot of Lake Street, which supplied the city with water, and the next was for the propeller "Rosseter," early in the following year. In 1848, Hiram P. Moses purchased the engine-works from Andrews & Co., and rented the boiler-shop to Mr. Reissig, who conducted it nearly a year, when he leased a lot at the southwest corner of Jackson and Canal streets, and building a shop on it, began business on his own account. In 1851, he purchased ground at the foot of Jackson Street and erected thereon a commodious brick building, which was then the largest boiler-shop west of New York. In 1854, he built the first reservoir for the city water-works. In 1858, he constructed two additional reservoirs. He also laid the pipe across the river at the Rush-street bridge, the pipe across State Street, the piping across Franklin Street for the gas-works, and did the iron-work on the old water-tower on Chicago Avenue. In 1854, Mr. Reissig went to New York and purchased machinery for the manufacture of boilers by steam. This included steam riveting and punching machines, rollers, shears, and all the improved appliances then in use. While in New York City, however, he received a telegram from Chicago, announcing that his works had been burned to the ground. He started that night for home, and by ten o'clock of the day of his arrival in Chicago, he had closed the contract for the re-building of his works on an enlarged scale. The next day he started out through Southern Illinois on a collecting tour; and although money was offered him without interest by friends here, he declined their proffered kindness, and soon had enough funds of his own for his purpose. From 1853 to 1857, he did a business ranging from \$250,000 to \$300,000 per annum, and turned out, on an average, five boilers a week. Mr. Reissig is also the oldest florist in the city. In 1848, he purchased four acres of ground, where what is now West Sixteenth Street and Center Avenue, and built his first green-houses. At that time, his engaging in the business was for pleasure rather than profit, as he gave to his gardener the proceeds from the sale of flowers. In the year following the panic of 1857, he found himself obliged to sell this piece of ground to meet pressing debts, and his obligations were paid in full. It is worthy of note that, in those troublesome days, there were but few men in the iron trade in Chicago who thus paid their indebtedness in full. Mr. Reissig being one of them. In 1863, Mr. Reissig moved to the corner of VanBuren and Clinton streets, where he continued until 1869, when he concluded to devote his entire attention to floriculture. He accordingly sold his boiler-works, and at once engaged in the florist's business, in which he is still employed. He was born in Hamburg, Germany, on August 20, 1818. At sixteen years of age he was apprenticed to learn the trade of boiler-maker, but before he was eighteen, he became dissatisfied with his employer, and, running away, went to South America, where he entered the employ of the Brazilian Government, working on a line of packet sail-vessels which plied on the Amazon. He thus spent two years, during which time he traversed that noted stream from almost its source to its mouth. He then went to Rio Janeiro, working two years in the Government navy-yard, as a boiler-maker, and five years in the employ of the Brazilian Steam Packet Company. On February 13, 1845, he sailed for New York, where he landed April 26, and in one month later, came to Chicago. In 1866, Mr. Reissig built a beautiful country seat in the charming suburb of Riverside, where he now resides, and where he has the finest green-houses to be found anywhere in the West. He was married, in 1840, to Miss Christina Pfrommer, who died in 1862; he was married a second time, in 1872, to Miss Mary Full, of this city. By his second marriage he has had five children—one son and four daughters.

FREDERICK LETZ, one of the earliest machinists of Chicago, having conducted a machine shop and foundry here for nearly forty years, was born in Pfaffenhofen, Alsace-Lorraine, in 1810. At an early age he was apprenticed to learn the trade of a machinist. In 1832, he came to this country and located in Baltimore, where he remained four years, two of which were spent in working as a journeyman, and the remaining two in business on his own account, as a member of the firm of Letz & Morgan. In 1836, he came to Chicago, and almost immediately bought a farm in the southern part of Cook County, which he worked until 1843, when he established the Chicago Iron Works, in a small shop on LaSalle, between Randolph and Washington streets. In 1847, he built a shop on Fifth Avenue, between Randolph and Lake streets, and there he carried on the manufacture of all kinds of iron work for buildings, such as railings, shutters, iron-fronts, etc. In 1855, needing a foreman for his works, he went to Cincinnati in search of one, and there engaged W. H. Chenoweth, who was his foreman until January, 1857, in which year Mr. Letz sold his works to a firm composed of his brother, Jacob Letz, and W. H. Chenoweth. In 1857, Jacob Letz died, and his interest in the business was purchased by J. M. Johnson, and, under the firm name of Letz & Co., the

works were conducted until 1860. In that year Mr. Chenoweth retired from the firm, and the business was then carried on by Messrs. Letz & Johnson. In 1864, Frederick Letz purchased the works and continued to operate them alone until 1867, when he took his son, George F. Letz, into partnership, and three years afterward sold his interest to Mr. Chenoweth and August Gabriel; the three gentlemen last mentioned continuing the business, under the old firm name of Letz & Co., until after the great fire of 1871.

After that event, Mr. Chenoweth and Mr. Gabriel established what is still known as the Industrial Iron Works. Frederick Letz, after his sale of the Chicago Iron Works in 1870, remained out of business until 1877, when he started a machine shop at No. 476 South Canal Street. This he carried on until June, 1882, and then, feeling the weight of years coming upon him, he disposed of his plant, and retired permanently from active business life. Mr. Letz was married, on January 28, 1834, to Miss Kathrina Riehl, from Alsace. They have four children—Kathrina, now Mrs. J. K. Harmon; Mary, now Mrs. Busse; Sallie, now Mrs. Sweet; and Lena, now Mrs. Gerst. In 1861, Mr. Letz was elected a member of the Board of Public Works, and held that office until 1867.

ANDREW BOLTER has been identified with iron manufacturing for nearly thirty years. He came to Chicago during 1856, and for six months worked in the employ of Mr. Letz; at the end of that time, he started in business for himself, in a small shop on Market Street. At that date, there was not much demand for iron work for buildings, so he followed his vocation as a locksmith, and took such jobs as came along in the first mentioned line. Mr. Bolter relates that the first large contract that he got was for the McLroy Block, on the corner of Dearborn and Randolph streets. In 1858, his business having considerably increased, he removed to West Washington, near Clinton Street, and about the same time formed a partnership with W. H. Chenoweth, which lasted over a year. Four years later, he made his third and last change, moving to the southwest corner of VanBuren Street and Fifth Avenue. There he was burned out in the great fire, and his accumulations, amounting to nearly \$40,000, were swept away. A portion of his losses were almost of an irreparable character, as he had just returned from Europe with large quantities of patterns which he had imported, and on which the duties alone amounted to nearly \$1,000. Far from disheartened, Mr. Bolter went to work at one to re-build—removing from the ruins of his works nearly one hundred tons of iron before it was fairly cooled, and, in just twenty-nine days from the date of the fire, had his new building completed, his engine and machinery all in place, and a full force of men at work getting out material for contracts he had already on hand. Not a small portion of his losses came from the filling of these contracts, for, owing to the fire, material and labor both advanced greatly, so that, instead of realizing a profit on any of them, he was compelled to carry them out in nearly every case, at a heavy loss. Among the prominent buildings now standing as memorials of his work may be mentioned the County Court House, the Bemis & McAvoy Co.'s new brewery, the works of the Chicago Gas Light & Coke Company, the St. Luke Hospital, the First National Bank Building, the Staats-Zeitung Building, Bryan Block, Schloesser's Block, McCord Block, and the Ontario Flats. Andrew Bolter is a native of Germany, being born in Hohenzollern, now Prussia, May 15, 1820, the son of Thomas and Josephine (Seelos) Bolter. When only thirteen years of age, he was apprenticed to learn the trade of a locksmith, which occupation he followed until coming to this country in 1854. He located first in New York, remaining there until the spring of 1856, when he came to Chicago. Mr. Bolter married, in 1846, Miss Josephine Brandhuber, the daughter of Wendelin Brandhuber, of Sigmaringen, a town of considerable importance in Hohenzollern, Prussia. Mr. and Mrs. Andrew Bolter have had five children—Joseph, Edward, Aggie, Annie and Carrie. Mr. Bolter is the possessor of one of the finest entomological collections in the West, and is an entomologist of extensive reputation.

COLLINS & BURGIE.—In the first volume of this work mention has been made of the first stove-foundry established in this city, in 1846, by C. R. Vandercook. It was known as the Phoenix foundry, and was located on the north side of the river, just east of the present site of Kirk's soap works. For several years Joshua R. Shedd was associated with Mr. Vandercook, who is authority for the statement that during the time he was connected with the works, they employed two hundred men, and turned out fifty stoves a day. In 1852, the ownership of the foundry passed into the hands of Howard Sherman, Joshua R. Shedd and Dr. John H. Foster, who, under the firm name of Sherman, Shedd & Foster, conducted the business until 1857, when James L. Collins, and Henry C. Burgie became the proprietors, and have so continued to the present time. In 1854, the foundry had been moved from its location on the North Pier to the southwest corner of Van Buren and Jefferson streets. The accompanying illustration, engraved from a print furnished by the present proprietors, shows the works as they appeared in 1857. These buildings were erected by Sherman, Shedd & Foster in 1854.

when the removal already mentioned was made. There Collins & Burgie employed in the early part of their history about seventy-five men, and melted about twelve hundred tons of iron annually. As the business grew, they enlarged their works, and in 1872 erected their present foundry and warehouse, covering an area of nearly two acres. They now employ three hundred men, and manufacture three thousand tons of stoves annually. During 1883, they made fifteen



COLLINS & BURGIE'S FOUNDRY IN 1857.

thousand stoves, varying in weight from fifty to seven hundred pounds. Up to 1873, they did other iron casting, but since then stoves, including heating and cooking ranges, have been their exclusive line of manufacture. A hay-burning stove is also manufactured by this firm, and is one of the very few of this kind that have been successfully made. It was patented in 1878 by M. L. Wood, and has since been much improved.

JAMES L. COLLINS was born in Ithaca, N. Y., in 1820, the son of William R. and Eliza (Southworth) Collins. He was given a fair education, and after leaving school worked for a number of years in the county clerk's office in Ithaca. During 1842, he came West, and resided for a short time in Marshall, Mich.; then went to Cincinnati, where he resided a few years, and, in 1849, was married to Miss Harriet A. Jeremiah, daughter of John Jeremiah of that city. Mrs. Collins died in Chicago on March 21, 1885. She was well-known for her interest in various benevolent objects and one of the earliest friends of the Chicago Protestant Orphan Asylum, of which she was for a number of years a director. Mr. and Mrs. Collins had five children—Nellie, wife of Charles L. Page of this city, who died in 1884; William R.; Ida L., who died in 1866; George S., and Harrie B. Mr. Collins first visited Chicago in 1849, and in 1852 removed with his family to this city. Here he entered the service of the old firm of Sherman, Shedd & Foster with whom, and their successors, he remained until 1857, when, in company with Mr. Burgie, he purchased the old foundry and established his present business.

WILLIAM R. COLLINS, who is now associated with his father's firm, was educated in the schools of this city and completed his course at the Chicago University. After leaving that institution, he entered the law office of C. C. Bonney, and subsequently was admitted to the Bar, but, instead of entering upon the practice of his profession, adopted a mercantile life. He was married June 30, 1885, to Miss Harriet Hinman, daughter of John F. and Harriet E. Hinman, of Battle Creek, Mich.

HENRY C. BURGIE was born in Wilmington, Del., in 1831, the son of John and Catharine Burgie. After leaving school, he apprenticed himself to learn the trade of wood pattern-making, the details of which he thoroughly mastered. In 1853, he located in Milwaukee, where he remained nearly a year. He then came to Chicago, where he obtained employment with the old firm of Sherman, Shedd & Foster, remaining in that foundry until 1857, when, in company with Mr. Collins, he purchased the business. Mr. Burgie was married, in 1859, to Miss Annie M. Moore, daughter of Robert and Julia Moore, of Wilmington, Del. Mr. and Mrs. Burgie have had two children, one of whom—Harry N.—is now living. Both Mr. and Mrs. Burgie are largely interested in philanthropic enterprises, and are liberal givers to all worthy objects of charity. Mrs. Burgie is an earnest worker in behalf of the Chicago Protestant Orphan Asylum, and has for years been one of its board of directors.

CRIBBEN, SEXTON & CO.—The business of this firm was established in 1867, by J. A. * and T. S. Sexton, at No. 178 Lake Street. It consisted then of the hardware and stove business. It was a moderate business at first, but grew to such an extent by the time of the fire that, by that calamity, about \$60,000 was lost, very little of the insurance being collected. On the 1st of January, 1872, the business was revived by J. A. Sexton and Henry Crib-

ben, for the Rochester Co-operative Foundry Company. On January 1, 1873, Mr. Cribben bought out the interest of the mentioned company, and with Mr. Sexton established the present house at No. 157 East Kinzie Street, where they remained until May, 1874, when they moved to Nos. 75-77 Lake Street. In 1878, they commenced the manufacture of stoves and ranges at the foundry they erected at Nos. 70-80 Erie Street and Nos. 57-67 Ontario Street, their business increasing so that, in 1881, they enlarged their foundry and storehouse, taking in the lots numbered 52 to 88, and which occupy about one and a half blocks of ground. The total number of stoves and ranges made and sold by this company annually now amounts to about forty thousand, and the number of men employed ranges from three hundred and fifty to four hundred. W. H. Cribben was admitted to partnership January 1, 1879, and C. T. Boal, January 1, 1880.

HENRY CRIBBEN was born on the Isle of Man on September 19, 1834. When he was three years of age, his parents, Thomas and Jane (Carran) Cribben, came to America, and settled in Rochester, N. Y., where they both died. At the age of eighteen, young Cribben learned the trade of iron-moulder, in Rochester, working at it up to 1862. In 1862, he enlisted in Co. "F," 140th New York Volunteer Infantry, as sergeant. He was then promoted 2d Lieutenant of Co. "H," and afterward captain of Co. "I." He was breveted major for meritorious services at the battle of Bethesda Church, Virginia. He was there taken prisoner, but managed to escape from the prison at Charlotte, N.C., and again joined his regiment at Knoxville, Tenn., and served with it until the close of the War. He returned to Rochester, and, in 1867, organized the Co-operative Foundry Company, whose credit stands high in commercial circles, and of which he was president for six years. In 1872, he came to Chicago, and, during 1873, with Mr. Sexton, organized the firm of Cribben & Sexton. Mr. Cribben married Maria Robinson, daughter of Robert Robinson, of Rochester, N. Y. They have had four children—William H., Rebecca J., Mabel and Edward W. Mr. Cribben was a member of the New York Legislature in 1866.

W. H. CRIBBEN, son of the senior member of above firm, was born in Rochester, N. Y., in 1855. At the age of sixteen years, he went into the employ of the Co-operative Foundry Company, at Rochester, remaining with them up to 1872, when he came to Chicago, and became connected with the present firm of Cribben & Sexton, being admitted as a partner in 1879.

CRANE BROTHERS' MANUFACTURING COMPANY.—The originator of this company was Richard T. Crane, now its president. Mr. Crane was born in Paterson, N. J., in 1832. At an early age, being obliged to seek self-support, he learned various branches of mechanical work. In 1847, an uncle procured for him a situation in Brooklyn, N. Y., where he remained until 1851, by which time he had acquired the trade of a brass and iron worker. He moved to New York, where he found employment with several prominent firms, among them that of R. Hoe & Co. In 1855, he came to Chicago, where his uncle, Martin Ryerson, was engaged in the lumber business. Mr. Ryerson assisted his nephew with the means, and granted him the privilege of erecting a small brass foundry in one corner of his lumber yard. A few months' later, his brother, Charles S. Crane, came to the city, and entered into partnership with him, the firm name being R. T. Crane & Bro. They began the manufacture of finished brass goods, in a small way. Finding it necessary soon to enlarge their manufacturing facilities, they rented rooms on the North Side. In the following year, they leased a lot and erected a building at No. 102 Lake Street, where they put in their own power and consolidated the two branches of their business. In 1858, the firm began the manufacture of steam-heating apparatus (which they discontinued in 1877), and, in 1860, they established an iron foundry. Business was prosperous during the early part of the War, and another building, adjoining that already occupied, was erected. During 1864, they established a wrought-iron pipe mill, at the corner of Fulton and Desplaines streets. In 1865, they built their present works, and added three new branches to their business—a malleable iron foundry, the manufacture of malleable and cast-iron fittings, and a general machine shop, in which, later, steam engines were made. Their business soon doubled, and a charter was obtained from the Legislature, incorporating the concern, under the name of the North-Western Manufacturing Company, with a capital stock of \$1,000,000, of which only \$15,000 was issued. R. T. Crane was the first president and Charles S. Crane the first vice-president. At this time, the amount of business annually transacted was \$500,000, and the number of employes about two hundred. The higher classes of employes were given an interest in the company's business. In August, 1872, the corporate name was changed to its present style, owing to the adoption by other parties of the word North-Western and the consequent danger of confusion. In 1870, more room was required, and a four-story building was erected on Desplaines Street, adjoining that on

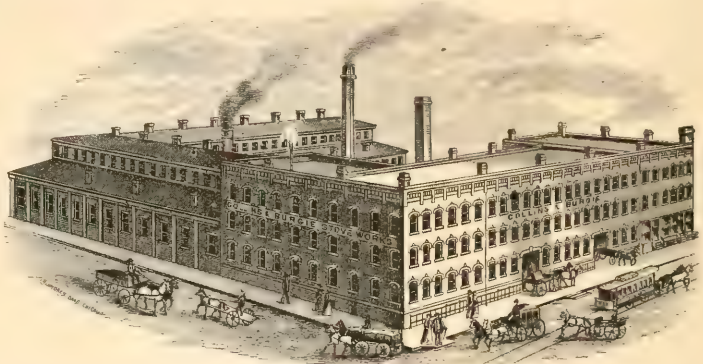
* A sketch of Mr. Sexton appears in the Military History.

Jefferson Street; and, during 1871, a four-story wing was added. Charles S. Crane retired from the company at this time, and the business has since then been conducted by K. T. Crane. Previous to this time, the company had commenced building steam freight and passenger elevators, of which but few were then in use in Chicago, none having been, up to that time, constructed in the West. The company's first passenger elevator was placed in a hotel on the corner of Michigan Avenue and Congress Street. In 1874, the manufacture of hydraulic elevators was undertaken, and has since grown steadily. No accident has been known to ever occur with the Crane machines. During 1880, the company established agencies in other States, and they have been especially successful in New York City, despite the disadvantages always attending competition in a distant and thoroughly occupied field. Shortly after the building of steam elevators had been commenced, an accidental discovery showed that the machine was adapted to the hoisting of material for blast furnaces. The company at once set to work to design an apparatus still better suited for this class of work; the result was a great improvement on everything theretofore built. In 1880, the pipe manufacture had entirely outgrown the capacity of the mill erected in 1864, and a new mill was erected, on the corner of Canal and Judd streets. The company employs more than eleven hundred men. The capital invested is about \$1,300,000, and the value of the manufactured product—in a comparatively dull season—aggregates \$2,000,000. The officers of the company are now as follows: Richard T. Crane, president; C. R. Crane, vice-president; Edward Worcester, secretary; and William Kerr, treasurer.

N. S. BOUTON came to Chicago in 1846, but at that time did not remain. In 1852, he came to stay; and, in company with George W. Sizer, of Cleveland, Ohio, and A. L. Mowry, of Cincinnati, established an iron foundry on Clark Street, near Fifteenth. The style of the firm was then George W. Sizer & Co. The foundry was, in one sense, connected with the Union Car Works of Stone, Boomer & Co., as there the casting was done for the latter institution. In September, 1855, Stone, Boomer & Co., were burned out, and Mr. Bouton then purchased for them the American Bridge Company's Works, which were at that time lying idle on the lake shore. Shortly afterward, Mr. Bouton became a member of the firm, which then changed to Stone, Boomer & Bouton. With their works, which, in 1857-58, were sold to the Illinois Central Railroad Company, was connected an iron foundry, where the iron-work for cars, bridges, turntables, etc., were manufactured. The works were then known as the Union Car and Bridge Works. Previous to the sale mentioned, however, Mr. Bouton purchased from Frederick Letz his architectural cast-iron business, which he removed to the old foundry first mentioned, and which was not destroyed in the Stone & Boomer fire. In 1858, he purchased from this firm their interest in the burned premises of the old Union Car Works, and there continued business until 1862, when he took into partnership Christopher B. Bouton and Edwin F. Hurlbut, the firm name and style thereupon changing to N. S. Bouton & Co. During 1871, the company was incorporated as the Union Foundry Works, with the following officers: N. S. Bouton, president; Edwin F. Hurlbut, vice-president and superintendent; and Christopher B. Bouton, secretary and treasurer. In 1878, Edward F. Cushing became secretary and treasurer. In 1881, the company finding it desirable to seek a more available location, selected Pullman; at the same time a reorganization in the company was effected, and the name changed to the Union Foundry and Pullman Car-Wheel Works. Buildings were at once erected commensurate with the increased demand of the business, and now consist of the following departments: Car wheel, car casting, architectural jobbing, dry sand and loam. The foundries have a capacity for melting one hundred and sixty tons of iron daily. These works supply all the wheels and car castings for the Pullman Palace Car Company. The different buildings occupy twelve acres of ground. This company has left its impress upon numerous large buildings in this city, among the number, the Palmer House, the Grand Pacific Hotel, the Tremont House, the Sherman House, the Custom House and others. The skill displayed in the manufacture of heavy machinery is shown in the immense grain elevators of this and other cities. In 1883, they manufactured the

Shay improved locomotive. These works employ about six hundred men, with a monthly pay-roll of about \$30,000, and the annual product of their work is from \$1,500,000 to \$2,000,000. The officers of the company are N. S. Bouton, president, and Charles S. Cushing, secretary and treasurer.

Nathaniel S. Bouton was born in Concord, N. H., in 1828. His father was Rev. Dr. Nathaniel Bouton, and his mother was Harriet Sherman Bouton, a granddaughter of Roger Sherman, the famous statesman and philanthropist. Mr. Bouton left home at the age of fourteen to work on a farm in Connecticut. Two years later he taught school in the same State, and in 1846 made a tour of the Western country, returning to the East in the course of the following year. He then went into the employment of Fairbanks Bros., the well-known scale men, as a traveling salesman, traveling mostly on horseback, but sometimes by stage, over Ohio, Indiana, Michigan, Illinois, Pennsylvania and Virginia. In 1852, he came to Chicago, and became a member of the firm of George W. Sizer & Co. The firm at that time operated three works—one at Cleveland, superintended by Mr. Sizer, one at Cincinnati, under the direction of Mr. Mowry, and the one here, managed by Mr. Bouton. In 1857, Mr. Bouton was appointed superintendent of public works of Chicago, under Mayors Wentworth and Haines, a



COLLINS & BURGIE'S STOVE WORKS IN 1885.

position he creditably filled for three years. He, with E. S. Cheshbrough and S. S. Greeley, constituted the committee to establish the present grade of Chicago, and it was during his administration that the first paving of the streets was done. In 1862, he became quartermaster of the 88th Illinois Infantry, a position he held until after the battle of Chickamauga, when he resigned, and came home in order to give personal attention to his rapidly increasing business. Mr. Bouton has been twice married—first, in 1857, to Emily L. Bissell, daughter of Dr. Bissell, of Suffield, Conn. This lady died one year after their marriage. His second marriage was with Mrs. Ellen Shumway, of this city, daughter of Judge Gould, of Essex, N. Y.

Of the subordinate branches of the iron industry in 1860, the following table will give an adequate comprehension:

MANUFACTURES.	No. of establishments.	Capital invested.	Value of raw material.	Hands employed.	Wages.	Value of manufactured product.
Blacksmithing	9	\$18,050	\$333,750	27	\$10,848	\$30,150
Gas fixtures	1	7,000	2,000	13	4,800	15,000
Hardware, files	1	2,000	1,092	3	1,350	4,720
Scales	1	5,500	945	10	4,800	10,000
Sewing machines	2	2,800	450	4	1,080	3,090
Stoves	1	5,500	14,000	12	3,600	32,500
Tin, copper and sheet-iron ware	10	20,150	22,002	28	50,440	37,983
Allied to the foregoing manufactures	10	54,000	51,400	98	31,820	136,000
Brass foundries	6					

Some of the oldest houses engaged in these branches are represented in the sketches which follow:

WILLIAM BLAIR & Co.—This is the oldest wholesale hardware house in Chicago, and, with very few exceptions, the oldest business house of any kind in the city. During August, 1842, William Blair, the senior member of the firm, came to Chicago, and opened a hardware store in the frame building at the southeast corner of Dearborn and South Water streets. Mr. Blair continued the business in his own name, as both wholesale and retail, until 1844. In the spring of that year, his brother, Chauncey B. Blair, then residing at Michigan City, Ind., became a partner in the business, and added considerable capital, but took no part in the management. The increase of business and the addition of a stock of bar iron and steel required larger premises, and the firm removed the same year (1844) to the frame building at No. 75 Lake Street. During 1846, William Blair purchased his brother's interest, and associated with himself his brother-in-law, William E. Stinson, under the firm name of Blair & Stinson. A few years later, Mr. Stinson's health failed, forcing him to retire from business. The growth of the business requiring more room, the firm, in the spring of 1847, removed to No. 103 Lake Street; and in the following year Mr. Blair purchased the lot at No. 176 Lake, the site of his present store, and erected thereon a spacious building. After the decease of Mr. Stinson, in December, 1850, the business was conducted by Mr. Blair until 1853. In the spring of that year, C. B. Nelson was admitted to a partnership, and the business has since then been conducted under the firm name of William Blair & Co. The opening of the canal in 1848 made large accessions to the wholesale trade of the city from the Illinois River section, which was still further increased by the opening of a portion of the Galena & Chicago Union Railroad a little later. The firm thereupon largely increased its stock, and shortly after discontinued its retail business, and became the first exclusively wholesale hardware house in the city, and the first to open up a sample-room, with goods sampled on cards for the personal inspection of customers. In the spring of 1853, Mr. Blair associated with him Elbridge G. Hall, for the establishment of a wholesale iron store on South Water Street, under the firm name of E. G. Hall & Co. The firm did a large business, and was one of the most prominent in that line in the West. In 1860, Mr. Blair withdrew from this firm, transferring his interest to Mr. Hall. In 1856, Oliver W. Belden, who had been for some years an employé in the house, was admitted into the partnership, which continued until the year 1870. It was found that still more room was required to meet the wants of their rapidly increasing business, and Mr. Blair re-built the marble-front store, Nos. 179-81 Randolph Street, into which the firm removed in the autumn of that year. In October, 1871, this building, which contained the immense stock of the firm (together with several other valuable buildings owned by Mr. Blair) was destroyed by the great fire. Although the firm was fortunate in securing commodious quarters at Nos. 30-32 South Canal Street immediately after the fire, and in a few days was in successful operation, Mr. Blair decided to re-build at once upon the old location, and within thirty days had purchased additional ground for that purpose. The plans were so prepared as to combine every modern convenience for the use of the firm, and be suitable for the increasing wants of the trade. The result was a five story and basement building, which was completed and occupied by the firm in October, 1872. In 1871, James M. Horton, who had been for some years connected with the house, was admitted as a partner, and two years later Augustus O. Hall was also admitted, and continued his connection with the firm until 1881. In the autumn of 1865, Mr. Blair, while in England, made extensive arrangements for goods for the house, from the manufacturers in Sheffield and Birmingham. During January, 1882, C. B. Nelson, who had been for more than thirty years connected with the house, retired from the firm, and Edward T. Blair, son of the senior member, was admitted a partner. Albert E. Roof, who had been connected with the house for sixteen years, was also admitted to a partnership in January, 1884.

WILLIAM BLAIR was born in Homer, Cortland Co., N. Y., on May 20, 1818. His father, Samuel Blair, and his mother, Hannah, were both natives of Blandford, Mass., his mother being the youngest daughter of Jonathan Fry, whose ancestors were of English origin. On the paternal side, Mr. Blair is of Scottish descent. At the age of fourteen he entered the employ and became a member of the family of Oren North, a hardware merchant of Cortland. In 1836, Mr. North decided upon removing his business to Joliet, Ill., and, in July of that year, he sent young Blair forward to that place, giving him letters of introduction to Martin H. Demmond, and others. The financial troubles of 1837, however, deterred Mr. North from coming West himself, as had been his original intention, and, accordingly, he determined to close out his Western branch. Mr. Blair, aided by his two brothers, Chauncey and

Lyman, then located at Michigan City, Ind., bought the stock of Mr. North, and continued the business at Joliet, until, in August, 1842, he came to Chicago and established the house here. Mr. Blair was married on June 21, 1854, to Miss Sarah M. Seymour, daughter of John Seymour, of Lyme, Ohio, a lady of most estimable character and of fine literary taste. They have had two children. The eldest, Willie Seymour Blair, a bright, promising boy, died in December, 1861, not quite six years of age; the younger, Edward Tyler Blair, graduated at Yale College in 1879, and is now a valued and trusted member of his father's firm.

JAMES M. HORTON was born in Columbia County, N. Y., in 1826. His ancestors were Hollanders, originally of English extraction, who settled at an early day in New York State. His father, George P. Horton, was born in 1798, and is still living. His mother, Margaret (Miller) Horton, died ten years since. James M. graduated from Claverack Academy, Columbia County, N. Y. Having decided to follow a mercantile life, at the age of seventeen he went to Albany, N. Y., and served an apprenticeship in the house of Pruyn, Wilson & Vosburgh, wholesale and retail dealers and importers of hardware. He subsequently became connected with the house of Erastus Corning & Co., with whom he remained a number of years; and, in 1866, he came to Chicago and became connected with the firm of William Blair & Co. In 1871, upon the retirement of Mr. Belden, Mr. Horton became a member of the firm. Before removing to the West, he married Miss Matilda McPherson, daughter of George McPherson, of Albany, N. Y. They have had four children, two of whom are living—Lillie and Leonora.

EDWARD T. BLAIR has been a resident of Chicago since his birth. He graduated from Yale College in 1879, and spent a portion of the two following years in travel, then entered the house of William Blair & Co. He married, in 1882, Miss Ruby McCormick, daughter of the late William S. McCormick, the reaper manufacturer, and has two children—William McCormick and Edith.

ALBERT E. ROOF was born in Savanna, Ill., in 1845. At the age of seventeen, he commenced clerking in a general merchandise store in Savanna, and one year afterward (1863) came to Chicago, and went into the employ of Burnham & Smith, afterward Smith, Cutler & Co., wholesale druggists, with whom he remained until they sold out in 1868, when he became connected with the firm of William Blair & Co., as cashier and bookkeeper. This position he filled up to 1884, when he became a member of the firm, and has ever since had charge of the financial and credit business of the house. In 1866, he was married to Miss Catharine Milan, of Oswego, N. Y.

LARRABEE & NORTH.—This house was established in 1844 by William F. Dominick, then doing business at No. 134 Lake Street. In 1851, Charles R. Larrabee became a partner, the firm name and style then becoming William F. Dominick & Co. In 1846, however, a removal had been made to No. 174 Lake Street, which was the firm's location until 1857. In that year Mr. Dominick sold his interest to Robert L. North, and the firm name then assumed its present form. The new firm continued business at the same place until the fire, by which they were sufferers to the amount of \$30,000. Within two days they resumed their business at No. 48 West Lake Street, where they remained, until in February, 1872, when they removed to the corner of West Lake and Clinton streets. Their next removal was in the spring of 1873, to No. 163 Lake Street, where they remained until, in 1878, they removed to their present location. The firm of Larrabee & North has enjoyed the reputation of being one of the soundest and safest houses in this city, and its members are highly respected as men and as citizens.

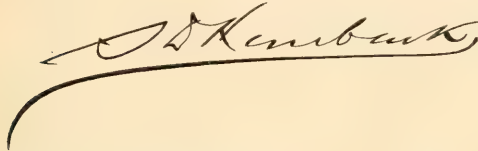
CHARLES R. LARRABEE, the senior member of the house, was born in Ticonderoga, N. Y., February 17, 1825, the son of Lucius C. and Calista (Bugbee) Larrabee. When only nineteen years of age, young Larrabee came to Chicago, and for a time was in the employ of the firm of Woodworth & Long, then proprietors of the old Hydraulic Mills. In 1844, he engaged as a clerk with, and in 1851 formed the partnership with, Mr. Dominick, and has since been connected with the house. Mr. Larrabee was married, in 1851, to Mary A. Wood, daughter of Peter Wood, a prominent lumber merchant of this city. They have eight children—Edward A., Annie D., Eleanor L., Mary C., Emily W., Rosalind C., Rollin N. and Caroline.

ROBERT L. NORTH was born in the city of New York, September 15, 1829. His parents were Robert F. and Lydia (Guion) North. The son was early given a business training, and in 1845 became a clerk in the firm of W. N. Seymour & Co., wholesale hardware merchants in New York, and was admitted to partnership in 1853. In 1857, he came to Chicago, and purchased Mr. Dominick's interest in the house of W. F. Dominick & Co., and in connection with Mr. Larrabee founded the house of which he is still a member. Mr. North was married, in 1860, to Elizabeth C. Larrabee, daughter of William M. Larrabee, of this city. They have had three children—Robert L. Jr., Guion L. and Carrie L.; the two latter are deceased.



Yours truly
J. Spencer

SENECA D. KIMBARK.—The house of S. D. Kimbark was established in this city in 1853, by E. G. Hall & Co., of which firm Mr. Kimbark was a junior member. In 1860, the firm name was changed to Hall, Kimbark & Co., and in 1873 to Kimbark Bros., & Co. In 1876, S. D. Kimbark became sole proprietor. Had there been such a factor as chance in the founding of a legitimate mercantile business, the fire of 1871 would have wiped out many of the leading houses in Chicago. The losses of many of them were, directly or indirectly, very large, and the house of S. D. Kimbark was one of that number. And of those who survived that terrible calamity, it may be said, that it possessed that intelligence, industry and business integrity which insures success and at the same time commands the respect and confidence of all classes. These were the stepping-stones for S. D. Kimbark, and which have led him to his present position, that of controlling the largest establishment of its kind in Chicago; a position gained by his own efforts, enterprise and ability. During all the years which this house has been in existence, and the changes and fluctuations of business incident



to its long career, it has maintained its commercial integrity and its standing as one of the soundest houses in the country. Increasing capital and enlarged facilities have of course prompted Mr. Kimbark to greater efforts, and some years ago he established in Michigan a factory for wagon-wood material, which is now thoroughly equipped with the best designed labor-saving machinery. A large number of hands are employed, most of whom are expert mechanics. As showing in a single statement its growth since its founding and to the present time, it may be noted that during 1853 its business approximated \$250,000, and in 1883 it exceeded \$1,500,000. Seneca D. Kimbark was born in Venice, Cayuga County, N. Y., on March 4, 1832, and received his education in that State, commencing with the common or district schools. He afterward attended for a few terms the academies at Geneseo and Canandaigua, where he paid the cost of his tuition by teaching school in the districts adjacent to his residence, which was, at that time, Livingston County, N. Y. To that county his parents had moved, in the year 1840. From the time he was twelve years old until he was twenty-one he worked on his father's farm, and during those years, did fully a man's work at any species of labor he performed, and at the age of twenty-one came to Chicago and engaged in the iron business. In his career since that time Mr. Kimbark has been so thoroughly identified with the history of the city, that he is as well known personally and commercially as any resident here. In his political opinions, during his earlier years, he was a Democrat and an enthusiast on all political questions, being a strenuous advocate of the annexation of Texas, the War with Mexico, the Missouri Compromise, etc. The repeal of the Missouri Compromise made Mr. Kimbark an Abolitionist and, after the organization of the Republican party, he became a fervent supporter of its tenets and an uncompromising advocate of the War. He has never been a politician and, desiring no office, always kept aloof from political discussions and declined every nomination tendered him. He was married, on September 25, 1856, to Miss Elizabeth Pruyn, daughter of Peter Pruyn, who was State senator of Illinois and a colleague of Stephen A. Douglas. Mrs. Kimbark's mother is the widow of Thomas Church, formerly an old resident of Chicago. They have had four children; the eldest, Charles A., is now the financial manager of his father's business.

HIBBARD, SPENCER & CO.—Among the very oldest hardware houses in Chicago, running without cessation or failure, is the firm of Hibbard, Spencer & Co. In March, 1855, Tuttle, Hibbard & Co. founded a hardware and metal trade on South Water Street, five doors east from Dearborn. Their premises and stock were destroyed by fire in March, 1857. They began again as soon as possible, temporarily occupying a store at No. 32 Lake Street, where they remained nearly three years. In 1862, the business location was changed to the southeast corner of Lake and State streets, where the firm remained as long as they existed. On the 1st of January, 1864, F. F. Spencer and William G. Hibbard bought out the goods and business of Tuttle, Hibbard & Co., located at No. 62 Lake Street. There they were known for two years or more as Hibbard & Spencer, and afterward as Hibbard, Spencer & Co., the company being some employes who were given an interest in the profits. As the store on State and Lake was getting too small for the rapidly extending interests of the house, about the close of 1867

a move was made to Nos. 92-94 Michigan Avenue, between Lake and Randolph. Their loss in the October fire, 1871, was very large. After being burned out, a complete and new stock was, as quickly as practicable, put into a temporary structure on the Lake Front. These quarters were kept until June, 1872, at which time the permanent buildings on Lake Street were ready for occupancy. They first used Nos. 30-32, and, as fast as room was demanded and could be secured, they have added to them, until Nos. 22-32, or six stores in the block,—each 25 x 142 feet and five stories and basement in height—are under their proprietorship. Besides, they have on the North Side a brick warehouse, into which they run cars for loading and unloading their heaviest line of goods, such as tin plate and nails. The trade of this great house extends from British Columbia to Old Mexico, and west to the Golden Gate. The first year Messrs. Hibbard & Spencer were together their total sales footed up over \$800,000. Last year it ran into the millions. In January 1881, a family compact in fact, and a business agreement in general, was entered into, and an incorporation was formed, named and known as Hibbard, Spencer, Bartlett & Co. The officers were William G. Hibbard, president; Franklin F. Spencer, vice-president; A. C. Bartlett, secretary; Charles H. Conover and James W. Nye, directors. Of the old firm of Tuttle, Hibbard & Co., Frederick Tuttle has retired, Nelson Tuttle is deceased, and George M. Gray is with Pullman's Palace Car Company.

WILLIAM G. HIBBARD came to Chicago from Cortland, Cortland Co., N. Y., in 1849, and entered the employ of William Blair, his first and only engagement, until he established the firm of Tuttle, Hibbard & Co., in March, 1855. He married, in December, 1855, Miss Lydia B. VanSchaack, daughter of Henry C. VanSchaack, of Manlius, N. Y. They have had six children—two sons and four daughters.

F. F. SPENCER was born at Gewanda, Cattaraugus Co., N. Y., October 13, 1817. His father, Phineas Spencer, kept a general store. F. F. was chief clerk, salesman and cashier. He came to Chicago in 1838, but was called back in the following year, by the death of his father, to settle the family estate. In 1840, F. F. Spencer married Miss Rachael G. Macomber, at New Bedford, Mass. The affairs of the estate required nearly six years of his time, so that he did not return to Chicago until the spring of 1855. He first opened the stove salesroom of Jewett & Root on South Water Street, adjoining the store of Tuttle, Hibbard & Co. In January, 1864, Mr. Spencer joined Mr. Hibbard in the purchase of the stock and fixtures of Tuttle, Hibbard & Co. Of Mr. Spencer's family two daughters are living, and one daughter and two sons deceased.

SEEBERGER, BREAKEY & CO.—The hardware firm of Seeberger, Breakey & Co. was established in 1864, by Anthony F. Seeberger and Benjamin A. Breakey, under the firm name of Seeberger & Breakey, at No. 143 Lake Street. Two years later, a removal was made to the corner of Lake and State streets, where they continued until burned out in the fire of October, 1871. In that fire their gross losses aggregated two hundred thousand dollars, saving nothing but their books, which Mr. Seeberger succeeded in getting out of the building. Immediately after the fire, they resumed business at Nos. 10 and 12 West Randolph Street, where they remained until, in August of 1872, they removed to their present quarters. In 1880, Charles D. Seeberger, son of the senior member of the firm, was admitted as a partner, the firm then assuming its present title. During 1864, their sales were only \$175,000, while now they amount to \$1,500,000 per annum, and are still increasing.

ANTHONY F. SEEBERGER was born in Wetzlar, Prussia, August 24, 1829, the son of John David and Dorothea (Goethe) Seeberger. The family came to America in 1837, and, after spending one year in New York City, moved to Newark, N. J., and from there to Holmes County, Ohio, where his father commenced the life of a farmer. At the age of fifteen, Anthony F. Seeberger went to Wooster, Wayne Co., Ohio, and entered the dry goods house of E. S. Johnson, remaining with him four years; he then was employed in the dry goods house of N. & J. B. Power, and, after serving a clerkship of four years, was, in 1852, admitted as a partner. In 1856, Mr. Seeberger removed to Oskaloosa, Iowa, where he opened a retail hardware store, which was the first house exclusively in that business west of the Mississippi-river towns of Iowa. He continued there up to January, 1864, when he removed to Chicago, and organized the firm of Seeberger & Breakey. In September, 1885, Mr. Seeberger's business ability received recognition from President Cleveland in his appointment to the collectorship of the Port. Mr. Seeberger was married, August 26, 1856, to Jennie I. Cooper, daughter of Charles Cooper, a prominent manufacturer of machinery in Mt. Vernon, Ohio. They have three children—Charles D., Louis A. and Dora A.

BENJAMIN A. BREAKEY was born in December, 1833, in Greenbush, Rensselaer Co., N. Y., the son of Isaiah and Harriet (Akin) Breakey. Having lost both parents before he was fourteen years of age, Mr. Breakey chose the calling of a merchant. At the age

of fifteen, he was employed in a store at Poughkeepsie, N. Y., where he remained until 1854. Then he came to Chicago, and was employed with the house of E. D. Ely & Co., in the wholesale iron trade. A year later, he entered the employ of William Blair, and continued with him until 1864, when, in company with Mr. Seaberger, he started in business on his own account. Mr. Breakey was married, in August, 1864, to Marcia Crapo, daughter of Seth Crapo, of Albany, N. Y. They have two children—Benjamin A. and Charlotte Crapo.

CHARLES D. SEEBERGER was born in Oskaloosa, Iowa, May 12, 1857. At the age of six, he came with his parents to Chicago, where he was educated and prepared for college, entering the scientific school at Yale College, from which institution he graduated in 1876. He then entered the employ of his father's firm, with whose business he has since been connected, and was admitted as a partner in 1880. Mr. Seeberger married, October 15, 1879, Emma B. Bridge, daughter of L. K. Bridge, of New York City, upon whose death the daughter went to live with her grandfather, Hon. Henry B. Curtis, of Mt. Vernon, Ohio, at which place they were married. They have one child—Lucia.

The surprising growth of the iron industry in Chicago, from 1860 to 1870, will appear from a comparison of the preceding tables with the following, which has been compiled from the census report of the latter year. Not only had eight new branches of manufactures sprung up, but the number of establishments had increased 183 per cent.; the capital invested represented \$6,293,000, as against \$1,106,000 in 1860; while more than four times as many hands were employed.

A TABLE SHOWING THE STATISTICS OF THE IRON MANUFACTURES OF CHICAGO IN 1870.

MANUFACTURES.	No. of establishments.	Capital invested.	No. of employes.	Wages.	Value of raw material.	Value of manufactured product.
Agricultural implements.....	4	\$855,000	734	\$ 5,000	\$ 2,000	\$ 11,000
Hardware.....	4	96,000	132	56,652	120,345	951,269
Heating apparatus.....	2	40,000	46	30,000	39,000	90,000
Iron, forged and rolled.....	6	2,069,000	1,462	868,082	1,280,922	2,564,496
Anchor and cable chains.....	1	25,000	50	6,000	12,000	20,000
Nails and spikes.....	2	60,000	48	38,785	124,310	245,744
Pipe, wrought.....	1	50,000	30	15,000	85,000	101,000
Railing, wrought.....	3	41,000	23	13,082	28,800	50,379
Castings, not specified.....	22	789,000	833	470,316	1,021,321	1,707,848
Castings, stoves, heaters, etc.....	3	150,000	94	61,200	66,150	170,800
Machinery, not specified.....	23	807,000	633	360,750	564,952	1,143,614
Engines and boilers.....	14	610,000	596	309,322	397,822	912,430
Pumps.....	4	53,000	32	15,749	26,823	75,669
Safes, doors and vaults.....	2	95,000	58	31,795	28,200	110,030
Saws.....	2	95,000	14	8,600	2,802	22,860
Scales and balances.....	2	40,000	27	16,600	21,400	87,000
Sewing-machine fixtures.....	2	6,000	32	12,400	3,065	20,000
Steel springs.....	1	15,000	9	5,304	15,100	21,000
Tin, copper and sheet-iron ware.....	49	374,000	433	216,803	386,527	803,976
Wire work.....	3	18,000	26	8,630	47,500	63,700

THE MCCORMICK REAPING MACHINE.—Chicago may justly lay claim to being the home of the reaping machine which has done more for the enlargement and development of agriculture than any other single instrumentality that can be named. The invention of the reaping machine revealed a method never before dreamed of, whereby the farmer could cultivate a thousand acres and secure his crop as easily as on a ten-acre patch by the old method. The idea of gathering grain by some sort of a machine is not a recent conception, as history recites, as far back as the beginning of the Christian era, that crude efforts were made to cut grain with a machine propelled by man; and though these efforts failed, generation after generation continued the attempt, making, however, little progress toward success. The records of the patent offices in this country and in Europe reveal many strange contrivances, invented to accomplish the end in view, but, after having had their brief day, nothing survived that even implied success. Among those who tried their inventive skill in this direction, was Robert McCormick, the father of Cyrus H. McCormick, a native of Rockbridge County, Va. He constructed a reaper according to his ideas, but like all his predecessors, after the most persistent efforts, he abandoned it as impracticable.

Cyrus Hall McCormick, his son, then twenty-two years old, took hold of the discarded machine, and, after careful study, with

his own hands constructed a reaper on a wholly different plan, which he tested publicly at Steele's Tavern, Va., in the harvest of 1831, and demonstrated that it was a success. The machine was at first named the Virginia Reaper, in honor of the inventor's native State; but after coming into general use its name was changed to the American Reaper, which name was eventually discarded as not being sufficiently explicit in its expression of its cosmopolitan use. In 1834, his first patent was secured, and soon after he began the manufacture of the machine on a very limited scale, while engaged in other pursuits. Serious financial losses in his other business compelled him to concentrate his energies on the reaping machine, and in 1845 its manufacture was commenced in Cincinnati, Ohio, and the same year another patent was granted him for important improvements. In 1846-47-48, it was also manufactured, under a royalty, in Brooklyn, N. Y., and additional patents issued in 1847-48 for further improvements. During 1847, Mr. McCormick moved to Chicago, and associating with him Charles M. Gray,* under the firm name of McCormick & Gray, commenced the manufacture of the machine in the West, and in 1848, in a limited partnership, under the firm name of McCormick, Ogden & Co., he began the construction of the improved machine in such numbers as the public demand warranted. After the Chicago works were completed, the building of seven hundred machines was ventured on for 1848, which appeared a most hazardous venture to some people, because of the scarcity of capital. But, about this time, Mr. McCormick began to fully realize the value of his machine to the farming community and the consequent immense possibilities to the manufacturer. These machines were all sold, and the enterprise was thereafter an assured success. The partnership with William B. Ogden having expired by limitation in 1850, the late O. M. Dorman, of Chicago, took a year's interest, under the firm

name of C. H. McCormick & Co., when the manufacture was increased to one thousand six hundred machines.

At the end of the year, Mr. McCormick conducted the business in his own name, which was retained until 1860, when he associated with him his brothers, William S. and Leander J. McCormick, under the firm name of C. H. McCormick & Bros., which continued until the death of William S. in 1865, when the firm became C. H. McCormick & Bro., and subsequently C. H. & L. J. McCormick. In 1880, the members of this firm organized under the State laws of Illinois as a joint-stock company, with a paid-up capital of \$2,500,000. The shares were almost exclusively in the hands of the president, C. H. McCormick, and the vice-president, L. J. McCormick, the former holding a three-fourths interest in the stock.

The cut of the original machine displays that it was a very plain-looking affair, and remarkable for its simplicity. The operator followed the machine on foot, raking off the sheaves when sufficient grain had gathered on the platform. This original machine, however, did its work as efficiently as the more ornate machines of the present day, while it contained all the essential features of all reaping machines, such as the combination of the side-delivery platform, the revolving reel, the divider and the

* Now—1885—Assistant General Freight Agent L. S. & M. S. R. R.

reciprocating knife in projecting fingers, all deriving action from the forward motion of the machine. It is recognized as the type and pattern after which every reaping machine of the present day is modeled, and it is a notable fact that no inventor, so far, has been able to devise any successful method of harvesting grain which could dispense with the essential features above specified.

Spain, France and Great Britain. Recently, in a single season, one hundred and twelve car-loads were shipped to New York, en route for New Zealand, to fill a single order. The McCormick machine has been exhibited at every World's Fair or International Field Trial possible; and since the first in London, in 1851, to the last at Louisville, Ky., in 1884, in competition with the world's reaping machines, it has invariably carried off the highest honors.

Grand Prize, Bronze Medal—World's Fair, London, England, 1851.

Highest Prize, Grand Gold Medal—Universal Exposition, Paris, France, 1855.

Grand Prize, Bronze Medal—International Exhibition, London, England, 1862.

Grand Gold Medal—International Exposition, Hamburg, Germany, 1863.

Grand Prize, Gold Medal—Universal Exposition, Paris, France, 1867.

Cross of the Legion of Honor—Universal Exposition, Paris, France, 1867.

Two Grand Gold Medals—Universal Exposition, Vienna, Austria, 1873.

Two Bronze Medals—Centennial Exposition, U. S., 1876.

Grand Prize, Gold Medal—Universal Exposition, Paris, France, 1878.

Special Gold Medal—French Minister of Agriculture, Universal Exposition, Paris, France, 1878.

Object of Art—Society of Agriculture, International Exhibition, Paris, France, 1878.

Decoration of Officer of the Legion of Honor—Universal Exposition, Paris, France, 1878.

Gold Medal—Royal Agricultural Society, England—*Best Wire Sheaf-Binder*, 1878.

Gold Medal—International Exposition, Melbourne, Victoria, 1880.

Gold Medal—Royal Agricultural Society, England—*Best Twine Sheaf-Binder*, 1881.

Gold Medal—New Zealand International Exhibition, Christchurch, 1882.

Gold Medal and \$200 Prize—Grossetto International Field Trial, near Rome, Italy, 1883.

Medals—Southern Exposition, Louisville, Ky., 1883 and 1884.

The McCormick machines are only built at Chicago, and the works are of imposing dimensions. They were originally located



THE ORIGINAL MCCORMICK REAPER, INVENTED IN 1831

The first important improvement was made in 1847, by adding a seat for the driver, and adjusting the machine so that there was place thereon where the operator could rake. These added advantages at once made it exceedingly popular. In 1851, the straight-edge sickle was superseded by a knife made in sectional plates, which presented such an angled cutting-edge to the projecting fingers as enabled the machine to mow grass as successfully as it cut grain. The next important step was the invention of the raking apparatus, which dispensed with the labor of one man on the machine. This was achieved at the outbreak of the Civil War, when the need of able-bodied men in the army rendered this labor-saving device an incalculable boon to the farmers.

The next marked advance was in 1875, when the automatic wire-binder was brought into use, which was perhaps the greatest improvement made since the invention of the original machine, and which was still further improved by the substitution of twine for wire.

The machine, as now perfected, is capable of cutting and binding in sheaves at the rate of two acres an hour, under the sole management of any boy or girl having skill enough to drive the span of horses attached to it.

The following table shows the increase in sales in periods of ten years:

Built and sold during year 1848, 700 machines.

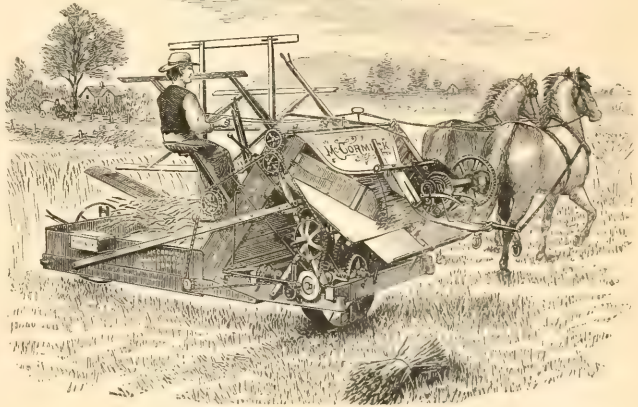
Built and sold during year 1858, 5,000 machines, an increase of 600 per cent.

Built and sold during year 1868, 10,000 machines, an increase of 100 per cent.

Built and sold during year 1878, 18,000 machines, an increase of 80 per cent.

Built and sold during year 1884, 54,841 machines, an increase of 200 per cent.

This marvellous increase in demand, since the full value of the twine-binder has been appreciated, is as great abroad as at home. Extensive shipments are made every season to New Zealand, Australia, Africa, South America, and to Russia, Germany, Italy,



NEW STEEL HARVESTER AND BINDER.

near the mouth of the Chicago River, on North Water Street, between Pine and Sand streets, but, after they were destroyed by the fire of 1871, the location was changed to a tract of twenty-four acres at the intersection of Blue Island and Western avenues.

CYRUS HALL MCCORMICK was the eldest son of Robert and Mary Ann (Hall) McCormick, whose immediate ancestors had

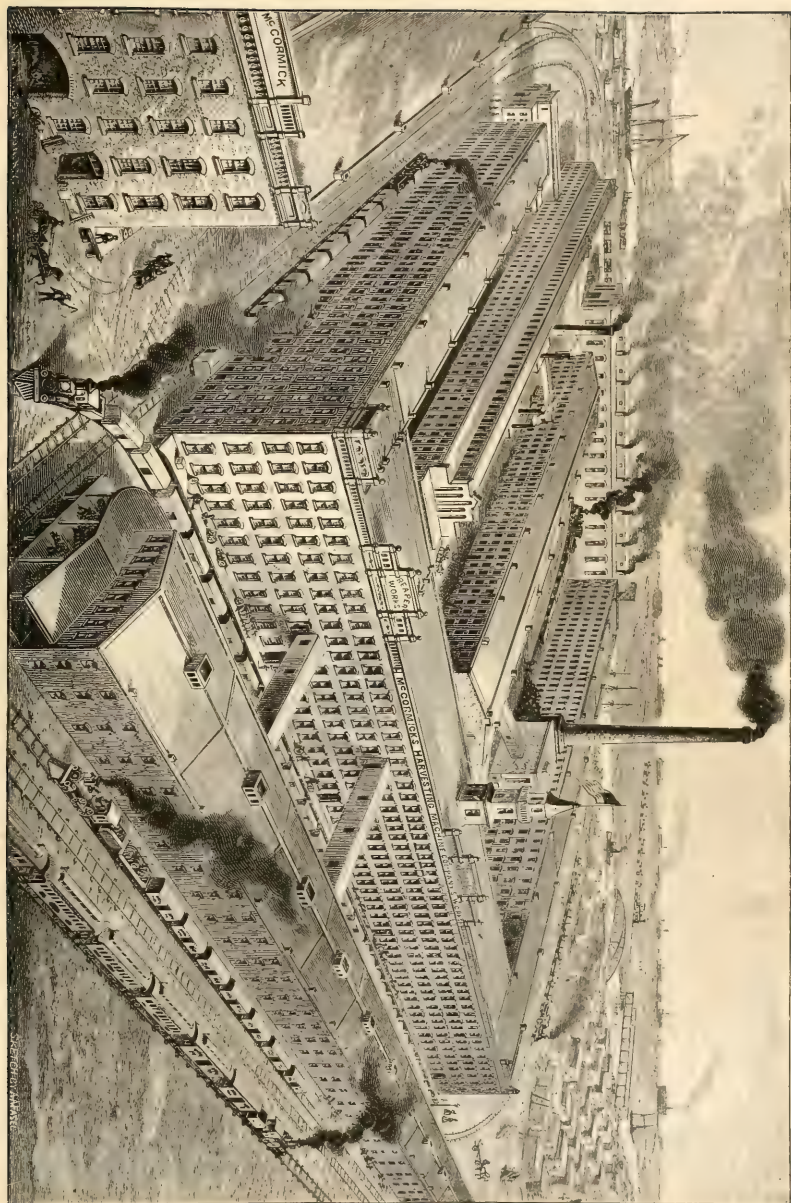
emigrated from the North of Ireland and settled in Virginia. Like most of the Scotch-Irish race, they were a thrifty, God-fearing couple, who trained their children after the strictest custom of the Presbyterianism of those days. In his boyhood, Cyrus showed a genius for mechanical pursuits, and spent much of his leisure in tinkering with tools. In this respect he had more than ordinary advantages, for his father, who was an extensive Southern planter, owned, also, several saw and grist mills, and kept a carpenter and blacksmith shop, in which were made and repaired many of the tools used on the farm. During these years, young Cyrus was improving his time in the study of machinery and the use of tools, while assisting his father in various ways. By the time he was fifteen years old, he had constructed a grain-cradle for his own use in the harvest field, being ambitious of doing his share of the harvest work, which he could not accomplish with the cumbersome cradle then in use. A few years later he invented a hill-side plow, which was the first self-sharpening plow ever invented. Inspired with his success in making such an improvement in the grain-cradle, he turned his thoughts to his father's abandoned reaper. His father was opposed to his spending any time on what to him was a hopeless enterprise, but the more the young man studied the subject, the more sanguine he became that he could finally solve the problem. At length he gained his father's consent, and engaged all the power of his mind in the enterprise. Carefully avoiding the errors that had proved fatal to others, he mapped out an original plan. He finally became convinced that grain standing in the field could only be successfully cut by operating on it in a body, and that the cutting must be done by an edged instrument having a reciprocating motion as it advanced. Slowly the features of the machine projected themselves upon his mind; first, the reel to gather and hold up the grain in a body; second, the sickle with its fast reciprocating and slow advancing motions; and, third, the receiving platform on which the grain could fall and be cared for. These salient points being decided on, it remained to make them co-operating parts of one machine. This he achieved, and then mounted it on wheels, which, by intermediate gearing, conveyed the required motion to the cutting; sickle and gathering reel. In 1831, the reaper was publicly tested in the presence of many of Virginia's best farmers, and triumphed in the harvesting of several acres of oats. The following year it cut fifty acres of wheat. Though his invention was a success, Mr. McCormick became convinced that such a machine was in advance of the requirements of the times, so he turned his attention to the iron smelting business for a time, as it promised more immediate and larger returns. The financial panic of 1837 came, and in the midst of it, his partner, becoming alarmed, mortgaged his private property to his friends and left the iron business and Mr. McCormick to their fate. This catastrophe, however, only brought into clearer outline the true character of the man. Girding himself with unbending courage, patience, economy and perseverance, he entered upon the work of extricating himself; and, having the unquestioned confidence of the entire community in his favor, he finally succeeded in liquidating every claim, though at the sacrifice of everything but honor and integrity. Thus stripped of all entanglements, he turned his whole time and attention to the improvement and introduction of his reaper into general use. Being without means, he was compelled to contract with other parties to build them, and then devote a large share of his time canvassing among the farmers for their sale. In 1845, he removed to Cincinnati, where he had contracted for building a supply of machines for introduction in the West; but not being satisfied with his business arrangements there, he removed to Chicago in 1847, and, by the erection of his own reaper works, placed the manufacture of the reaper, for the first time, upon a firm and permanent basis. As showing the difficulties the young inventor encountered, in his efforts to improve, manufacture and introduce to public notice his reaper, some extracts from a statement made to the Commissioner of Patents on January 1, 1848, are appended, the original being on file in the patent office. It shows that Mr. McCormick's pathway to fame and fortune was not strewn with roses, but, on the contrary, every step of advance for many years was fought for, inch by inch, and that only by the force of his indomitable will was he enabled to win the victory at last.

"From the experiment of 1831 until the harvest of 1840, I did not sell a single reaper, except one, which I afterwards took back, although during that time I had made many exhibitions of it, and received favorable notices of those exhibitions; but experience proved to me that it was best for the public, as well as myself, that no sales were made, as defects presented themselves which would have rendered the reaper unprofitable in other hands. From time to time a great many improvements were found necessary, requiring a great deal of thought and study, sometimes flattered, at others discouraged, and at all times doing it best not to attempt sales either of machines or rights to manufacture, until satisfied that the reaper would succeed well; and the great variety of situations in which it was necessary to operate, in relation to the condition of the grain

and ground, together with the short time in each year for experimenting, and also the failure of some crops, added much to the difficulty and delay in introducing and completing the reaper. I was not sufficiently satisfied of its being a 'useful' machine, to patent the reaper until the year 1834, its construction and proportions having been imperfect, requiring much effort to make them, whilst light, yet simple, strong and durable. In 1839, I worked a reaper in my father's harvest, having then added improvements on the fingers, with great success, which reaper, after giving public notice, I exhibited about the close of harvest, in cutting oats for Mr. Joseph Smith, of Augusta County, to the delight of a large number of farmers present. But one farmer (Mr. Abraham Smith) of those present ordered a reaper for the next harvest, as I did not then feel that it was safe to warrant its performance, but I published in a Richmond paper the account given of that exhibition by the spectators, which induced two farmers from James River to call on me, who unconditionally applied for two reapers, but I finally concluded to send but one (they being neighbors), which one, and the one engaged at the exhibition, were the only reapers disposed of for the harvest of 1840—and they failed to operate well. These gentlemen could, of course, say nothing in favor of the reaper that year, and all I could do was to correct the defects in these two machines for 1841. I put a new sickle into Mr. Smith's machine, having the angle of the teeth reversed on the edge, every one and a half inches alternately, so as to cut equally in both directions; and the machine then performed so satisfactorily, that, in addition to Mr. Smith's certificate, I warranted the performance of the reaper in every respect, and, from that account, upon those terms, sold, for the harvest of 1842, seven reapers, and they all gave satisfaction, allowance being made for defects, which I had afterwards to correct. From the certificates given of the operation of the reapers used in the harvest of 1842, twenty-nine were sold for 1843, considerably improved, having a fly-wheel attached to the crank, and some further additions, which gave general satisfaction. But twenty-eight of them were ultimately paid for. Subsequent to the harvest of 1843, I sold to Mr. James M. Hite, of Clark County, Va., the right to supply with the reaper, until the expiration of the original patent, eight counties around him, for \$1,333, and I sold to Colonel M. Tutwiler, of Fluvanna County, Virginia, the right to supply with the reaper, for the same time, that part of Virginia situated south of James River and of the Blue Ridge, for \$2,500. I sold to I. Parker, of Richmond, Virginia, a machine manufacturer, the right to supply with the reaper, for the same time, five counties, for which I was to receive \$500, but at his death, at the request of his executor, I cancelled the contract. I also sold, for the same time, the right to supply with the reaper the County of Washington, Ind., and a county in Michigan, for \$200 each. For the harvest of 1844, fifty reapers were sold, eight of which were sent from the Virginia manufactory to other States, one to New York, one to Wisconsin, one to Missouri, one to Iowa, one to Ohio, one to Illinois, and two to Tennessee—but four of which reached their destination in time for harvest, though six of them were ultimately paid for at reduced prices. During the harvest of 1844, after attending to the harvest in Virginia, I went to Western New York, Wisconsin, Illinois, Missouri and Ohio, to attend to the introduction of the reaper. At Brockport, N. Y., I sold two county rights to manufacture, for \$100 each, to Backus, Fitch & Co., and contracted with them to manufacture forty reapers for the harvest of 1845; but they failed to manufacture any reapers under this contract, nor did they give me notice of the failure, until I arrived there in the harvest of 1845, with an improved reaper, taken from Cincinnati, which did not do more than pay expenses. I sold to Mr. McCoy, of Southport (now Kenosha), Wis., the right to supply with the same, until expiration of the original patent, four counties, for \$1,000, on time, but which contract he never complied with, and which was afterwards cancelled, without my receiving anything as indemnity. The reaper sent to Missouri performed well on trial, and I contracted with Henry Bear, of Cooper County, to manufacture and pay my fees of sale of \$20 each. Under this contract he built twenty reapers—badly, I suppose; and stated that he had received unfavorable reports of their operations, except four. I have not yet received anything for any of them, and doubt whether I ever shall. At Cincinnati, I contracted with Mr. A. C. Brown for the manufacture of two hundred reapers for harvest of 1845, provided orders could be obtained in time for that number. In consequence of experimenting against my advice in the manufacturing, and bad management in other respects, he did not get them completed in time, failed to give the necessary attention to them, and, on the whole, failed to do well, though, admitted by himself, to be his own fault. For the harvest of 1845, I had also constructed, at Cincinnati, the first reaper, substantially on the plan as patented on 23d October last, which was taken to New York; and I then further contracted with A. Fitch & Co., to manufacture one hundred reapers for Western New York, for the harvest of 1846, and with Seymour, Morgan & Co., of the same place (Brockport), for one hundred for



Cyrus H. McCormick



MCCORMICK REAPER WORKS.

the prairie country. Of the one hundred reapers built by Fitch & Co., of Brockport, for the harvest of 1846, only about thirty were finally sold that year, in consequence of the harvest being in a very unfavorable state, together with prejudices, want of experience, some bad sickles, etc. From that contract I have realized nothing, and doubt whether I shall, except that I sold twenty-three of the machines in Iowa, last harvest, with some profit. Seymour & Morgan of Brockport, manufactured two hundred and twelve reapers for 1847, and disposed of them on orders from the prairie country. One hundred reapers were also disposed of by Messrs. Gray & Warner, of Chicago, Ill., and forty by D. I. Townsend, of Kendall County, Ill. For the next harvest I have contracted for the manufacture of about nine hundred reapers—one hundred by D. I. Townsend, five hundred by McCormick & Gray (myself and C. M. Gray), at Chicago, and three hundred by the Brockport companies. The foregoing embraces, as nearly as I can give it, a full and complete account of my operations with the reaper, to the present time, and in it no allowance whatever is made for my time and expenses, which latter have been very heavy during the whole time. In relation to the 'ascertained value' of this machine, I may just say that a great many farmers have certified that it will pay for itself in a single harvest, and I have no doubt that such is the fact estimating its saving of grain as well as of labor. This, it will readily be observed, must be the case, if the warranty be fulfilled, and the low price at which it is sold, together with the great saving realized from its operation, places it within the reach of every farmer who would need it. Moreover, I would not be willing to, nor have I found any manufacturer who does, sell any threshing machine in the country, at the common price of the same, warranted as I warrant this machine, and I have never yet sued a man for the price of a reaper. By consolidating the manufacturing as much as possible, and thus taking the better care to have well executed workmanship, as will be the case by my arrangements at Chicago, where expensive machinery has been erected for the business, I believe the interests of the manufacturer and purchaser may be mutually promoted.

Very Respectfully,

"C. H. MCCORMICK.

"To Hon. EDMUND BURKE,
"Commissioner of Patents."

After the success of the machine was made an assured fact, Mr. McCormick spent much of his time abroad, in bringing his machine to the notice of European agriculturists. In 1851, he, in person, attended the World's Fair in London, with his machine. During the early weeks of the exhibition, it was the subject of much ridicule on the part of those who knew nothing of its character or work. Even the London Times, in an article casting contempt on the poor show made in the American Department, characterized the reaper as a monstrosity, something like a "cross between an Astley chariot, a wheelbarrow and a flying-machine." But a few weeks later, when this machine was put at work in the English harvest fields, ridicule was turned into admiration; and when, subsequently, after prolonged tests, the Grand Council Medal was awarded to its inventor on the ground of the originality and value of his American Reaper, the same paper said that it was equal in value to the cost of the entire exhibition. The public press throughout Christendom rang with his praises, and Mr. McCormick suddenly found himself the lion of the day, and was cheered, fêted and toasted wherever he went through the kingdom.

The following is a specimen of the enthusiasm with which the press everywhere noted the great event:

Correspondence of the Journal of Commerce.

LONDON, August 20, 1851.

"Among all the agricultural implements exhibited in the Great Exhibition—and their number and variety are very great—the Great Medal has been awarded to one, and that of American invention—it is Mr. McCormick's Virginia Reaper. At an early period after the opening of the Exhibition, it was made an especial subject of sneers in the newspapers, as one of the awkward and outlandish trappings from the United States. It has been thoroughly tested on different farms, and now attracts perhaps more attention than any other object in the Exhibition. The Koh-i-noor is voted below contempt by the side of the Virginia Reaper. You doubtless have seen the hearty commendation of it in the Times. Some English gentlemen of great mark have expressed to me the opinion that it is the most valuable and important contribution made to England by the Exhibition.

At subsequent International Expositions, he was equally successful, as the table hereafter given shows. In addition to these honors, Mr. McCormick was decorated with the Cross of the Legion of Honor, at Paris in 1867, and, at the succeeding Exposition of 1877, further honored with the decoration of Officer of the Legion of Honor, and subsequently a member of the Academy of Science, in the Department of Rural Economy, as "having done more for

the cause of agriculture than any other living man." Unlike most inventors, Mr. McCormick has been noted for the energy and shrewdness of an eminently successful business man, having had in himself the rare combination of ingenuity to invent, skill to manufacture, and tact to manage a business that has been extended all over the world. In 1858, Mr. McCormick married a daughter of the late Melzar Fowler, a niece of Judge E. G. Merick, of Detroit—a lady whose gentleness, charity and good deeds adorn the position she occupies. This happy union was blessed with a family of three daughters and four sons. Two of the children died in infancy. Mr. McCormick was a Presbyterian, and his Christianity took a very practical turn during his life, he being noted for his comprehensive and unostentatious benevolence. He bestowed of his abundance to all the interests of the Presbyterian Church, and, by giving during his lifetime, he was afforded the satisfaction of seeing the full accomplishment of his purpose. He was the founder of the Presbyterian Theological Seminary of the Northwest, at Chicago, and, in 1859, donated \$100,000 to endow a professorship in that Institution; and during the years of its early struggles, and before its ultimate success and permanency were secured, his purse was ever open to replenish its empty treasury, until the amount of his original donation was increased nearly fourfold. He made Chicago his home for thirty-seven years past, and his name therefore is intimately connected with its growth and prosperity in a great variety of ways. He was the owner of some of the most extensive and costly business blocks in the city, and was among the very first to commence building after the great fire of 1871. While in Paris, in 1878, Mr. McCormick had a severe attack of a malignant carbuncle on his neck, and submitted to a painful operation in its removal without the use of anaesthetics. The shock to his system was great, and it was many months before he recovered sufficient strength to undertake the voyage homeward. By careful nursing at his summer retreat at Richfield Springs, he was much benefited, and his friends, for a time, believed he would rapidly regain all his lost vigor; but rheumatic affections began to interfere with his accustomed horseback riding, and, as a consequence, his general health became impaired. Visits to the Hot Springs for a time seemed to benefit him but he was compelled to remain for the greater part of the time at home. This confinement, for one who had been all his lifetime so actively employed, was a sore burden; nevertheless, he bore it with remarkable patience and fortitude. It was not a little remarkable that, notwithstanding his bodily infirmities, his mind and memory were as clear as in his best days, and he was able to grapple with any business problem brought before him, and give his conclusions and orders with the utmost exactness. Indeed, up to his final illness, he insisted on being consulted, and engaged in all the perplexing questions of the immense business he controlled. When expostulated with by his friends about not retiring from business, he at one time replied: "I know of no better place for a man to die than in the harness." On May 13, 1884, Mr. McCormick passed peacefully away. He had amassed a large fortune as the result of his great invention. Since his decease, the stockholders elected his eldest son, C. H. McCormick, Jr., to the office of president, a position for which his father had been training him for several years past, and which he always held during his life.

CYRUS H. MCCORMICK, JR., is twenty-six years of age. He is a graduate of the Chicago High School and of Princeton College. Being executor of his father's estate (jointly with his mother), as well as president of the McCormick Harvesting Machine Company, he occupies a place of great responsibility, and seems to appreciate the full weight of the burdens laid so early on his shoulders, of which he fain would have escaped the responsibility. He seems desirous of walking in the footsteps of his illustrious father, and in every way shows himself capable of managing, with due discretion, the interests confided to his care. In addition to his official duties, he manages to devote some time to the interests of the Young Men's Christian Association, of which he is vice-president. He is

C. H. McCormick, Jr.

also a director in one of our largest city banks, and, like his father, is a devout Presbyterian. As might be expected, he takes a deep interest in the work of the Presbyterian Theological Seminary of the Northwest, which his father founded and so lavishly fostered during his lifetime. The best evidence of this abiding interest in his father's work, and of his own generous nature, is a donation of \$100,000 made by himself and his mother at the late annual meet-

ing of the directors and trustees of that institution. This gift has paid every dollar of debt of the seminary, increased its endowment fund, and placed it in the first rank of such Christian institutions.

CHARLES A. SPRING, JR., the general superintendent of the McCormick Harvesting Machine Company, has been connected with the works since August, 1858. He was born in Boston, Mass., on August 25, 1826. His parents removed to New York during his early childhood, and, in the fall of 1837, came to Illinois and located at Rock Island, where he received his education. He came to Chicago in August, 1851, and engaged in the boot and shoe business at No. 179 Lake Street. He sold out his interest in that business in October, 1857, and the following year entered the employment of Cyrus H. McCormick. In September, 1865, upon the death of William S. McCormick, he succeeded him as manager of the business, and held that position until October, 1873, when, on account of ill health, he resigned his engagement with Mr. McCormick; but in December, 1874, at Mr. McCormick's urgent solicitations, he returned to that company and took the management of Mr. McCormick's real estate interests, holding that position until the present Harvesting Machine Company was formed, when he was elected general superintendent, which office he has since retained. Mr. Spring was married in the fall of 1853, to Miss Ellen M. Spring, of East Hartford, Conn.; she died in January, 1860, leaving one daughter, who died in 1881, leaving two children. In February, 1866, Mr. Spring married Miss Eugenia B. Keith, of Oxford, Maine.

THE LUMBER INTEREST.

Reference to the prefatory matter of this volume will enable the reader to comprehend the necessity for curtailment of much historic narration that might advantageously have been presented in this work. Among other subjects, the lumber interests have compulsorily been abridged, not because of the lack of potency in their factorship as a portion of Chicago's commercial greatness, or for want of historical interest, for in both these subjects is the lumber history replete. But from the facts here given sufficient data can be derived, whereby the full history in the ensuing volume can be intelligently comprehended.

EARLY TRANSACTIONS.—By reference to the first volume of this History, the extent of the lumber business from 1833 to 1857 inclusive, may be learned. Therein, on page 558, are shown the receipts of lumber in various forms from 1847 to 1857. It is there stated that David Carver was the first lumber merchant in Chicago, owning a schooner named after himself, and shipping from St. Joseph, Mich., in the summer of 1833, the first cargo of lumber to Chicago. This lumber, which was whitewood and pine, was unloaded from his vessel on scows, and unloaded from the scows on the south bank of the river between Dearborn and State streets, and used in erecting St. Mary's church-building. In 1833, E. B. Williams erected a small frame grocery on South Water Street, but where the lumber came from no one now remembers. In the same year, or possibly the year before, John Mann, who resided on the Calumet River, near the site of South Chicago, had a raft of square building-timber made, that he poled from the mouth of the Calumet to the mouth of the Chicago River, but for which, for some time, he could find no sale. At length, Joseph Adams, partly from friendship for John Mann, bought the timber, and subsequently sold it to Nelson R. Norton, a builder, for \$100. With this timber Mr. Norton built the Dearborn-street bridge, the first bridge across the main-river. About this time, supposing the raft to have come in 1833, a small schooner, named the "General Harrison," brought in a cargo of whitewood lumber from some point in Michigan, which had to be unloaded from the vessel on flatboats and scows; but when the "General Harrison" arrived with her second cargo, the pier had been completed by Lieutenant Allen, and the spring freshet of 1834 had washed away a portion of the sand-bar at the mouth of the river, conse-

quently the schooner found her way, without difficulty, into the river. Lorin P. Hilliard—1849—was one of the early lumber dealers in Chicago, as was Newton Rossiter—1844. In 1834, George Smith, the banker, owning a vessel plying between Buffalo and Chicago, picked up a cargo of fifty thousand feet of lumber on his way back from the former to the latter place. This lumber was sold to Thomas Cook, and unloaded on the river bank, between Randolph and Washington streets.

EARLY SAW-MILLS.—In this connection it is proper to mention one or two of the first saw-mills in the vicinity of Chicago. One of these was the pit-mill of Mr. Cammack, which was located near the present Kinzie-street bridge, the exact spot being that now occupied by the Fulton elevator. Mr. Cammack was the top-sawyer, and his son John worked in the pit. Another of those who served the cause of lumber manufacture was William Lester, of whom it is recorded, in the files of the Northwestern Lumberman,* that having failed to put in successful operation his perpetual motion machine, he applied his talents to the construction of a wind saw-mill, which was also located near the Kinzie-street bridge. In 1836, a small "pocket" saw-mill was built on the North Branch, about where Chicago Avenue crosses it; which was esteemed wonderful in its day, and was visited on Sundays by numerous people. The material, which it was used to manufacture was obtained from the elm, oak and whitewood trees which then covered the North Side.

EARLY DEALERS.—Returning to the lumber dealers, it may be stated that in 1835, Kinzie (John H.) & Hunter (David—afterward Major-General) had a warehouse on the north side of the river, east of the present Rush-street bridge; and Captain Carver's lumber yard was a short distance west of the present State-street bridge, where was built a light dock—Newberry & Dole's—upon which vessels unloaded their cargoes of lumber. Mr. Carver sold out in 1839, to George W. Snow, who occupied the same ground for a number of years. The earliest lumber shipped to Chicago came from St. Joseph, Mich.; but in 1844, a Mr. Conroe built a mill at Manitowoc, Wisconsin, and shipped from this mill lumber to Taylor (Augustin Deodat) & Spalding (F. S.), a lumber firm who handled it on commission. Among other early lumber dealers the following are given: Charles E. Avery, who commenced business in Chicago in 1837, at the corner of LaSalle and South Water streets, obtaining his lumber from Singapore, near the Kalamazoo River. He continued in business a short time and left the city before 1844.

Augustin D. Taylor, of the firm of Taylor & Spalding, opened a yard on South Water Street east of State, and for a number of years bought lumber by the cargo which he brought to Chicago in a vessel named the "Commerce." This vessel he purchased of Oliver Newberry in 1836, and, after owning it about a year, re-built it almost entirely, and then changed its name to "Hiram Pearsons." He afterward sold this vessel to Mr. Hurlbut, who sold it to Mr. Conroe. The schooner "Hiram Pearsons" was a vessel of about one hundred tons burden; and after Mr. Taylor sold it, he gradually disposed of his lumber and went out of the business.

Another early firm of lumber manufacturers† and dealers were Jabez Barber and Richard Mason, who were steam-engine builders of Montreal. They went to Spring Lake, near Grand Haven, Mich., to work at

* By George W. Hotchkiss, at present secretary of the Lumbermen's Exchange.

† On account of the limited space in this volume, the publication of a large number of individual notices and historical matter is unavoidably deferred until the ensuing volume.

their trade, but neither the year nor their employers can be discovered. Before their first engine was completed, their employers failed, and they themselves completed the engine and set it to work sawing lumber; and as they had no team, they hired a man and his wife to roll the saw-logs into the mill. After getting the mill into operation, Mr. Barber came to Chicago and established himself in the lumber business in 1837, the firm name being Barber & Mason, Mr. Mason remaining in Michigan to attend to the business there. Mr. Barber's lumber yard was located originally on Market Street, near Randolph; in 1848, it was on Canal Street, between Madison and Monroe; in 1852 he had, in addition to this yard, another one located between Charles and Van Buren streets, having leased this lot of Mary C. Taylor, mother of A. D. Taylor. The latter location appears to have been abandoned during 1854, and his business continued at the former place until 1856.

Mr. Barber was a manufacturer of, and dealer in, lumber, shingles and lath, and amassed a very large fortune in his business. In 1855, he, with his wife and one child, went to Europe, embarking on the return voyage at Liverpool, England, January 23, 1856, on the ill-fated Collins steamer "Pacific," which was never afterward heard from. Mr. Barber, in his will, inventoried his estate at over a quarter of a million of dollars, and therein Sylvester Lind and Samuel Slater were made executors, with power to carry on the lumber business. This they did for some three or four years; but the immense property of Mr. Barber, from commercial reversions, losses and other causes, was so reduced by April, 1860, that there were left only the homestead and the Duncan's Addition property—the latter being worth at the time about twenty thousand dollars, which, on a contest of the will decided by Judge John M. Wilson, passed to Mr. and Mrs. Joseph Wilde, parents of Mrs. Jabez Barber.

Willis King was one of the early lumber merchants in Chicago, having established himself at the Randolph-street bridge in 1837. In 1839, he is mentioned in the Directory for that year as a lumber merchant. In 1844, he was a "lumberer" at George W. Snow's. In 1845, he was a member of the firm of King & Tinkham, a lumber firm, with their office at No. 199 South Water Street. In 1851, this firm ceased to exist, and Mr. King disappeared from the city.

The firm of Milne & Morrison, composed of Robert Milne and Alexander Morrison, was established in 1836, having their lumber yard on South Water Street, near Franklin. The firm ceased to exist in 1842, and both members of it left the city in 1843.

Sylvester Lind came to Chicago in 1837, and followed the business of house carpenter and builder until 1849, in company with Hugh Dunlop, the firm name being Lind & Dunlop. To this they added the lumber business, of which Mr. Lind had special charge. As an item of historic information it may be stated that, as builders, Lind & Dunlop, during their first season put up for George Smith, a banker, at the corner of Dearborn and South Water streets, the first building that was erected on spiles in the city. This building was occupied by James Peck & Co. Mr. Lind in after years, erected the Lind Block, at the corner of Randolph and Market streets. Mr. Lind's lumber yard was established in 1842, with four hundred thousand feet of lumber—a large stock for those days. The lumber came from Kalamazoo and St. Joseph, Mich., and was stored on his yard at the corner of Randolph and Market streets. In 1844, Mr. Lind purchased the lumber interests of Wadsworth, Dyer & Chapin, whose yard extended along Randolph Street, from the river to Clinton Street; and in 1847 he bought John M. Underwood's business, which was located at the corner of Lake and Canal streets. Mr. Lind continued in the business eighteen years. Among the incidents connected with the lumber

trade, Mr. Lind mentions the following: In 1842, Artemus Carter brought to Chicago a cargo of twenty-foot whitewood joists, which for some time he found no purchaser. At length he himself bought the joists, paying \$5 a thousand, and utilized a part of them in enlarging the First Presbyterian church-building in that year, Rev. Flavel Bascom being at the time pastor of the Church. At the time of Mr. Lind's arrival in Chicago, Horace Norton & Co. were conducting the heaviest lumber business here, their location being contiguous to Fort Dearborn.

The firm of George W. Snow & Co. was composed of George W. Snow and John M. Underwood, and was established in 1838. The partners continued the business of lumber merchants until 1842, procuring their lumber from Green Bay, where it was then thought the best pine, for lumber, grew; when Mr. Underwood retired, leaving Mr. Snow alone in the business. His lumber yard was on South Water Street, east of Clark, where it remained until 1847, when it was removed to Market Street. Mr. Snow disposed of his interest in 1850, and afterward acquired a fortune in the real-estate business. He died in 1874.

Alexander N. Fullerton embarked in the lumber trade in Chicago in 1838, having his yard on North Water Street, but continued it only a few years.

MR. FULLERTON was born in Chester, Vermont, in September, 1804, the son of Nathaniel Fullerton, who was president of the Bank of Bellows Falls about forty years. Alexander graduated at Middlebury College, also at the celebrated Litchfield Law School, and subsequently practiced law at Troy, N. Y., as partner of Judge Buell. Upon coming to Chicago, he entered into a law partnership with Hon. Grant Goodrich, and also became connected with the lumber business, in connection with an interest which he owned in a lumber mill in Michigan. He also had large real-estate possessions in Chicago and in Milwaukee, besides owning a quantity of farming land in the Northwest. Fullerton Avenue passes through a large tract of land formerly owned by him; and Fullerton Block, at the northwest corner of Dearborn and Washington streets, was erected by him in 1872. He was married to Julia Ann Hubbell, a daughter of Judge Silas Hubbell, a prominent lawyer of Clinton County, N. Y., and had three children, only one of whom, C. W. Fullerton, is now living.

James P. Allen established himself in the lumber business in 1838, at the corner of South Water and Franklin streets. In 1844, his business had been transferred to Canal Street, in the Third Ward, the firm, at that time, being J. P. Allen & Co. In 1852, the business was removed to South Water Street, between Lake and Market streets. Mr. Allen retired from the partnership and disappeared from the city in 1857. He was one of the first lumber inspectors appointed in the city, and, in 1849, inspected two cargoes of lumber for George M. Higginson, which were among the first cargoes subjected to that process in Chicago.

ERASTUS WILCOX, one of the early settlers of Chicago, was born in Stockbridge, Mass., on July 24, 1798, and is still hale and hearty, residing with his daughter at Highland Park, Lake Co., Ill. He married, January 1, 1825, Miss Jane Newell, of Bristol, Conn., who died August 9, 1882. In 1837, he moved to Muskegon, Michigan, with his brother Horace and his brother-in-law Theodore Newell, with both of whom he engaged in manufacturing lumber; erecting at that place the second steam saw mill that was built there. The frame of this is still standing, and is known as the Upper Ryerson, Hills & Co.'s Mill. In the fall of 1839, he came to Chicago, and has remained here most of the time since, chiefly devoting his time to lumber interests, until he retired from mercantile pursuits altogether. His sons, Sextus N., Theodore B., Herbert E. and George G. have been more or less prominently connected with the lumber trade of the Northwest for many years, having been extensive pine-land owners, lumber manufacturers and dealers. Sextus N. Wilcox, the eldest son, was drowned in Lake Superior in June, 1881, in the fifty-sixth year of his age. The next oldest son, Franklin, died in 1849, at Jefferson Barracks, Mo., in the service of the United States. Theodore B. Wilcox has

been a resident of Chicago most of the time since 1839, and has been chiefly identified with the lumber business, and is still quite largely interested in pine-lands in connection with his brothers and other parties. In the meantime he has been identified with the fire insurance companies at Muskegon and Chicago, and is also actively engaged in grain commission. He is a member of the Chicago Board of Trade and of the Chicago Stock Exchange.

George M. Higginson was also one of the early lumber dealers of Chicago, having, in 1843, bought an interest in the firm of Norton & Tuckerman. This firm maintained a general store and lumber yard; and after Mr. Higginson's purchase the firm name became Tuckerman & Higginson. Mr. Higginson received his lumber from Hall & Jerome, of Menominee, Mich., from Elisha Bailey, of Peshtigo, Wis., and from a Mr. Fisk, of De Pere. During 1845, he had a contract with W. M. Ferry, of Grand Haven, Mich., for one million feet of lumber; and supplies also came from Kalamazoo, St. Joseph and Muskegon. In 1844, Mr. Higginson bought a cargo of first-class lumber of a Mr. Rose, of Muskegon, running one-third to upper grades, paying for it \$5.75 a thousand. The first cargo of Saginaw lumber was brought to Chicago by James Frazer, in 1847 or 1848, who built a mill at Kawkawlin [Coquelin], in later years known as the Ballou mills. This cargo attracted a great deal of attention, as it was the first cargo of circular-sawed lumber ever brought to the city. It was sold, for \$8 a thousand feet, to Hugh Dunlop. The average wholesale price of lumber, at that time, was from \$6 to \$7 a thousand feet; the retail price through the summer was \$8 a thousand, and during the winter it was \$9 a thousand feet.

In 1843, the lumber trade of the city was estimated at 12,000,000 feet per year, but no records of its extent are extant prior to 1847; from the latter year, however, statistical tables may be compiled that are tolerably complete and satisfactory in their showing. The year 1847 is also memorable from the fact of its being that of numerous incendiary fires in lumber yards. Apparently, if not really, it was the determination of incendiaries to drive lumber dealers out of the city—the actual motive, however, being undeterminable. The firms in whose yards lumber was destroyed, were the following: Foss & Brothers (J. P., R. H., S. J., and William H.), whose planing-mill on West Monroe Street was also burned. Price's yard and planing-mill were consumed, as were A. G. Throop's, George R. Roberts's and several others. Mr. Higginson's yard was set on fire, but not wholly destroyed. It is worthy of note that very, few except incendiary, fires originated in lumber yards. In 1850, Mr. Higginson moved to Kinzie-street bridge; and he also took a yard on Canal Street, near Van Buren Street, which was afterward occupied by Sheppard & Sheriffe. Mr. Higginson retired from business in 1857.

C. N. Holden came to Chicago in 1837, and entered the employment of the New York and Lake Michigan Lumber Company, taking an interest in their yard in 1838. In 1838, Russell Green, who was employed at the mill of this company, located at Grandville, Mich., and afterward became a member of the firm of Green & Holden (A. H.). During 1839, in consequence of the suspension of the Illinois State Bank, the lumber company also suspended, it being largely indebted to the bank. John M. Underwood, who was then carrying on the lumber business at the west end of Lake-street bridge, bought the property of this company, including a large quantity of pine lands in Michigan, assumed its indebtedness to the bank, promising to pay in the currency issued by the bank, which had agreed to receive it at its par value. Mr. Underwood received the bills at fifty per cent. of their face value, and paid them to

the bank at their par value, thus realizing a considerable profit; in addition to which he made a handsome profit by the sale of the Michigan pine lands. In 1847, he sold his business to Sylvester Lind, and retired, a wealthy man for those times, being worth, it is said by those most familiar with his circumstances, about \$40,000. It is also said that he was the only man in Chicago, up to that time, who had made a fortune in the lumber business.

Green & Holden, already referred to, worked for Mr. Underwood until 1847, when they formed a partnership, and went into the lumber business on Market Street, on the second lot south of Madison Street. At this time their capital was \$2,000, of which they had borrowed \$1,200 from Mr. Underwood. They remained on Market Street three years, at the end of which time they purchased a lot on the West Side, now occupied by the Union Depot. At that time Randolph-street bridge was the only one across the South Branch, the others not having been re-built after the flood of 1849, and they at first thought that to go so far south from the main avenues of travel was to invite defeat; but after considerable hesitation, they decided to purchase and to put drummers on the street. The lot was 118 x 400 feet, and cost \$6,500. One-half of the same lot was sold, in 1880, for \$40,000. Green & Holden went out of business in 1862, and Mr. Green died at Geneva Lake, Wis., in 1880. At the time of the dissolution of the firm, Mr. Holden retired from business, but, in 1869, he became engaged in the manufacture of paints, in which business he continues at the present time. At first he was alone, but some time afterward the firm became Holden, Tascott & Co., then Holden & Tascott, and, finally, in 1876, A. H. Holden & Co.

D. R. Holt came to Chicago in 1847, and bought out George R. Roberts, who was located on the north-west corner of Market and Madison streets. Mr. Holt has been continuously in business ever since, the firm having been, at different times, Holt & Mason, Holt & Calkins, and Holt & Balcom, the present firm. They now manufacture their lumber at Oconto, Wis. When the Illinois & Michigan Canal was opened, Mr. Holt made the first shipment of lumber from Chicago to St. Louis.

Having given a brief sketch of the lumber dealers in Chicago in 1839, it may be interesting to enumerate those in business here in 1849, and to append a brief sketch of the most important of these. Following is a list of the lumber dealers in Chicago in 1849: James P. Allen, C. K. Anderson, James Andrews, J. Beidler, Bentley, Orr & Warnock, Butler & Norton, George C. Morton & Co. (who had a mill at Grand Haven), Campbell & Throop, Carter & Stockbridge, Chapin & Marsh, Darius Clark, Peter Crawford, James Dalton, Hugh Dunlop, J. P. Emerson, W. M. Ferry, Foster & Holt, Green & Holden, G. M. Higginson, James & Hammond, Tarleton Jones, Sylvester Lind & Smith, James Leonard, McCagg & Reed, Barber & Mason, A. & G. L. Norton, T. L. Parker, William T. Potter, George R. Roberts, Sutherland & Co., Turner & Hilliard, Throop, Wait & Co., Timothy Wright, Cobb, Hall & Spades, Alexander Officer, and Charles Mears.

N. & C. H. MEARS.—This firm originated, in 1844, with Charles Mears, who established himself as a lumber merchant on West Water Street, corner of Washington. In 1850, Nathan Mears was taken into partnership and the firm became C. Mears & Co., the principal yard being at No. 1 Kinzie Street. In 1857, this firm established another lumber yard at the corner of Lumber and Maxwell streets. In 1853, Eli Bates became a member of the firm, and, in 1859, Charles Mears became associated with John Baldwin, this company having their yard at the foot of Michigan Street, on

the North Pier. In 1862, Charles Mears retired from the firm, leaving it composed of Nathan Mears and Eli Bates, and their second yard was located at Beach Street, south of Polk. At this time the firm name was changed to Mears & Bates, Charles Mears retaining his membership with John Baldwin as the firm of Baldwin & Co. These firms were reported as handling for a number of years, more lumber than any house in the country. In 1865, James C. Brooks, who, in 1861, became a clerk for the firm, was admitted into partnership, and, in 1865, G. H. Ambrose, who became a clerk for the firm in 1862, was also admitted, the firm name becoming, in 1867, Mears, Bates & Co. G. H. Ambrose retired from the firm in 1875, and, in 1879, James C. Brooks gave place to Charles H. Mears. The firm remained as thus constituted until the death of Eli Bates, which occurred during June, 1881, leaving Nathan and Charles H. Mears sole members of the firm. They are interested in the mills at Oconto, Wis., and at Bay de Noquet, Mich., which produce forty million feet a year. Besides selling largely in Chicago, they have, for the last fifteen years, shipped to Missouri, Nebraska and Kansas, as well as to New York and Pennsylvania.

Charles Mears was born in North Billerica, Middlesex County, Mass., March 16, 1814. He received a commercial education at the academies of Billerica and Westford, Mass., and Hopkinton, N. H. His parents were Nathan and Lucy (Livingston) Mears. His father kept store during the construction of the canal between the Merrimac River and Boston—probably the first canal in the Union. He built a saw mill, kept a public house, and cultivated several farms in connection with his mercantile business. He died in June, 1828, sixteen months after the death of his wife. They had five children—Edwin, Charles, Nathan, Lucy Ann and Albert. Charles taught school in Henniker, N. H., and Billerica, Mass., and during 1835–36 was in the lumber and provision business in Lowell, Mass. In the fall of 1836, together with his brothers, Edwin and Nathan, he bought a large and general stock of goods and shipped them to Paw Paw, VanBuren Co., Mich., and there established the house of E. & C. Mears & Co. This was one of the few western firms which weathered the financial storm of 1837. Mr. Mears then took up a claim at the mouth of a small creek, emptying into White Lake, where, after returning from the East with mechanics and machinery in the fall of 1837, he built a dam and erected his first mill. In 1838, he shipped his first cargo of lumber to Chicago. In 1850, he removed to Lincoln, in Mason County, where he built a mill, kept a general store, and resided until 1875, when he moved to Chicago with his family. Up to that time he had located about 40,000 acres of land, built fifteen mills in the counties of Muskegon, Oceana and Mason, and built five harbors in which registered vessels have traded. He kept a lumber yard in Milwaukee several years, with the assistance of Eli Bates, who was then keeper of the Government light-house. In 1848, he sold out and opened a yard in Chicago, at the corner of West Water and Washington streets. He built several steamers and vessels, and owned, at various times, the sloop "Ranger"; schooners "Ironsides," "Eliza Ward," "John Lily," "Black Hawk," "Pine Forest," "J. M. Hughes," "Japan," "Vincennes," "Echo," "Sea Star," "Monsoon," "Live Oak," "E. M. Peck," "G. Ellen Coral," "A. J. Mowery," and several others; tugs "Albion," "Bell Chase," "Merchant," "Ben Butler," and yacht "Jerome"; and steamers, "C. Mears," "Mary Stuart" and "Annie Laurie." In November, 1849, Eli Bates again applied for a clerkship, and was gladly accepted. In 1850, Nathan Mears was taken into partnership, and, in 1853, Eli Bates became a member of the firm. In addition to the lumber from the mills of C. Mears, at Duck Lake, Pentwater, Lincoln and Hamlin, Mich., the company bought lumber from other mills and dressed lumber from Oswego, Buffalo, Cleveland and Detroit. Their principal office and yard was at No. 1 Kinzie Street, on the North Branch. They occupied dock room sufficient to discharge nine vessels at one time, and, as reported, handled more lumber, shingles, lath, etc., than any firm in the country. Charles Mears continued in the business with various partners and agents until April, 1883, when he sold out and retired from the lumber business. In 1870, under contract with the Calumet, Chicago Canal and Dock Company, he dammed the Calumet river and opened the new harbor channel, making eight feet of water that season, and established a lumber yard on the beach north of the harbor, floating the lumber ashore from his vessels. In 1872, not feeling satisfied with the progress of the work or the Government improvement of the harbor, he sold out to the company, and retired from the enterprise.

Nathan Mears was born in North Billerica, Mass., in 1815, the son of Nathan and Lucy (Livingston) Mears. His father died when this son was thirteen years of age, sixteen months after the death of his wife. His early education was received in Billerica and Westford, Mass. In 1834, he went to Boston, where he was employed as a clerk until 1836, when he went to Paw Paw, Mich., and engaged in the mercantile business. He remained there until the spring of 1850, when he came to Chicago and entered into

partnership with his brother Charles. Mr. Mears married Elizabeth A. Gilbert, daughter of Josiah Gilbert of Salem, Westchester Co., N. Y. They have two daughters—Lucy A., now wife of Jonathan Slade of Chicago; Sarah E., now wife of James R. McKay of Chicago; and one son living, Charles H., connected with the above firm. A son, Nathan, died in 1859.

C. MEARS & CO.—This is one of the oldest lumber firms in the city. In 1850, Charles Mears became associated with John Baldwin, Jr. (still maintaining his membership with C. Mears & Co.), and this firm conducted their business under the name of Baldwin & Co. At this time their lumber yard was started at the North Pier. In 1860, John A. Baldwin was admitted into the firm, but, retiring from it in 1863, established himself in business on his own account, and subsequently took H. T. Porter into partnership with him. Charles Mears, in 1864, retired from the firm of Baldwin & Co.—John Baldwin, Jr., taking into partnership Herbert L. Baldwin. In 1865, Charles Mears took into partnership E. H. Denison, and opened an office at No. 241 South Water Street, under the old firm name of C. Mears & Co. In 1867, one of their lumber yards was moved to the northwest corner of Morgan and Twenty-second streets, and in 1868 their other yard was established at the northeast corner of St. Clair and Morgan streets. In 1869, in addition to these two yards, this company had one at the corner of Lake and Jefferson streets, and another at the corner of Lake and Market streets. In 1870, Mr. Denison retired from this firm, and became secretary for N. Ludington & Co., Mr. Mears taking into partnership Jonathan Slade, who continued a member of the firm until 1877, when he retired, leaving Mr. Mears the only member of the company. The mills of this company were at Duck Lake, Pentwater, Lincoln, and Hamlin, Mich.

B. W. THOMAS is one of the oldest lumbermen, still living, in the city. He opened a lumber-yard, in 1843, on Market Street, near Washington, purchasing the business of Sylvester Lind. After conducting the business alone for some years, he associated with him Alexander Loyd, under the firm name of Thomas & Loyd. This firm was dissolved after a few years, and Mr. Thomas was alone until he formed a partnership with T. Newell & Co., of Kenosha, Wis. This firm being dissolved, Mr. Thomas, after again conducting the business alone for a short time, formed a copartnership with Selah Reeve, under the name of Thomas & Reeve. Mr. Thomas's next partnership was with Edward P. and Albert B. Wilcox, which lasted from 1864 to 1871, in the spring of which year he sold his interests in the lumber business to his partners, who, after a few years, moved West, and now have their headquarters at Yankton, Dakota.

MAJOR JAMES F. LORD established himself in business in this city in 1847. Previous to that time, for about fifteen years, he had been employed as superintendent of a steam saw-mill at St. Joseph, Mich., which had been hauled from Cleveland, Ohio, in the fall of 1833, and erected in the following winter by McKellop & Deacon. Mr. McKellop was from Maryland, and Mr. Deacon was a son of Commodore Deacon, of Philadelphia. This was a steam saw-mill, with an upright-frame saw, and was the first erected anywhere in the West. Mr. Lord went to St. Joseph in 1831, and was superintendent of the McKellop & Deacon mill from the time of its erection to 1837. In 1847, he came to Chicago, and went into the lumber business on the corner of LaSalle and North Water streets, with S. F. Sutherland, Mr. Sutherland's name being, however, the only one used. He remained with Mr. Sutherland until 1860, when he bought his partner's interest, and continued the business alone until 1870, when he sold out to Colonel W. S. Babcock, the firm being Babcock Brothers. Colonel W. S. Babcock still continues the business in company with George H. Park, under the firm name of Babcock & Park. Mr. Sutherland built the schooner "Ocean," at or near Detroit, in 1834, and sailed this vessel around the lakes the same year. She was afterward used in shipping lumber and other freight on Lake Michigan, until lost in 1836. Major Lord was born in Holloway, Me., in 1804. His parents were Ephraim and Sarah (Dennis) Lord, natives of Ipswich, Mass. Mr. Lord, when twenty years of age, went to Boston, and, for one season, engaged in the carpenter's trade, going then to New York City, where, for four years, he worked at the same trade. In 1829, he settled at Birdsley Prairie, ten miles from Niles, Mich.; and in 1830, moved into Niles, where he assisted in building the first flour mill upon the Dowagiac River, at that point. In 1832, he went to St. Joseph, Mich. Mr. Lord married Miss Marcia Pepper, of Windsor, Mass. They have two children living—Edgar A., of the Lord & Bushnell Co., and Helen A.; four deceased—George H., William J., Caroline E. and Sarah M.

The lumber trade of Chicago grew gradually until 1855, when an immense advance was made. In 1854, the receipts of timber, boards, planks, etc., amounted to 228,336,783 feet; of shingles, 28,061,250; and of lath,

32,431,550; while, in 1855, the receipts of timber, etc., were 306,553,467 feet, an increase of 78,216,684 feet; of shingles, the receipts in 1855 were 158,770,684, an increase over those of 1854 of 130,709,610; of lath, the increase over 1854 was a little over 14,000,000. The year 1856, however, established Chicago as the great lumber market of the country, upward of 456,000,000 feet being received, as shown by the records, and it is asserted that fully 20,000,000 feet evaded the vigilance of the custom-house officials. With reference to the next year (1857), Mr. Bross, in summing up the traffic, said:

"Its rise and progress are only equalled by the rapid development of the city and the territory west of the great lakes; and in importance this branch of our commerce is second to no other. Even to our own citizens, who have seen it from day to day as it grew up, it is wonderful; and to walk along the branches of the river, and see the banks lined for miles and miles with the immense piles of lumber which are shipped to this port from the pineries of Michigan, Wisconsin and Canada, is perhaps the best criterion that can be adopted to comprehend the magnitude of the trade. The capital invested in the lumber business is immense, not to speak of the property owned by our merchants in mills and woodlands. The wealth which is invested in stock, in docks, and in real estate in this city can not be less than ten or a dozen million dollars, and the number of hands employed in the business, one way and another, can not fall short of ten thousand."

In January, 1857, there were left in stock 130,000,000 feet of the lumber of the preceding year. This stock by the time navigation opened was considerably reduced, but, as the winter and spring had been extremely favorable for cutting and running logs to the mills, an immense amount of lumber was ready for the market. The result was, a few more million feet were received than in 1856, the figures being as follows: Lumber 459,639,178; lath, 131,832,250; shingles, 80,130,000. In that year the hardwood lumber trade began to assume considerable importance. Large amounts of black walnut, cherry, ash, oak, whitewood, maple, sycamore, birch, elm, hickory, etc., now came into use by the manufacturers, and in this year several yards in the city were devoted solely to this class of lumber. The returns made at the close of the season showed that over 10,000,000 feet were received during the year, coming from the States of Michigan and Indiana. The prices ranged from \$12 to \$20 a thousand. Among the leading lumber dealers at this time were James P. Allen, who, it will be remembered, was engaged in the trade as early as 1845, and who was the first lumber inspector in the city; Steers & Co., with yards on the west side of the South Branch between Taylor and Twelfth streets; John McKay, with two yards, one at Randolph and Market, the other at Van Buren and Canal streets; Fraser & Gillette, on Sherman Street; Philander Jones, on Clark Street near Liberty; Lind & Slater, on Canal Street, between Madison and Monroe streets; Loomis & Ludington, at the corner of Canal and Twelfth streets; Lull, Eastman & Co., on West Water and Lake streets; C. R. Merrill & Co., at the east end of Kinzie-street bridge; Wood & Best, on the corner of Lumber and Maxwell streets; Morton & Brother, on the corner of Lake and West Water streets; S. F. Sutherland, on Market Street, between Jackson and Van Buren streets; Trowbridge, Wing & Swan, at No. 116 Market Street; J. M. Turner, at the corner of Ellsworth and Mather streets; Tuttle, Green & Co., at the corner of Market and Van Buren streets; E. W. Whipple & Co., at the corner of Grove and Cross streets; and Wilcox, Lyon & Co., on Franklin Street, near the bridge.

At the time of the great fire of October 9, 1871, there were about one hundred and twenty lumber yards in Chicago, thirteen of which were destroyed by that

conflagration, involving a loss of sixty million feet of lumber.

A more diffuse notice of this vast interest will be given in the ensuing volume. The following tables will give a statistical view of the progress of the lumber trade:

Receipts of Lumber, Shingles and Lath, from 1858 to 1871, inclusive.

YEAR.	Lumber.	Shingles.	Lath.
1858.....	278,943,000	127,565,000	44,517,000
1859.....	302,845,207	165,927,000	49,548,710
1860.....	262,494,626	127,894,000	30,509,000
1861.....	249,308,705	79,356,000	32,667,000
1862.....	305,674,045	131,255,000	23,880,000
1863.....	413,301,818	172,364,875	47,665,000
1864.....	501,592,406	190,169,750	63,805,090
1865.....	647,145,734	310,897,350	62,555,000
1866.....	730,057,168	400,125,250	66,075,100
1867.....	882,661,770	447,039,275	123,092,400
1868.....	1,028,494,789	514,434,100	146,846,280
1869.....	997,736,942	673,166,000	145,036,500
1870.....	1,018,998,685	652,001,000	103,822,000
1871.....	1,039,328,375	647,595,000	102,487,000

No effort seems to have been made, prior to 1870, to take any account of the amount of stock on hand; but, on the 1st of January of that year, there were on hand 282,560,526 feet, and on the 1st of January, 1871, 298,752,968 feet.

Shipments of Lumber, Shingles and Lath for the years from 1852 to 1871, inclusive.

YEAR.	Lumber in feet.	Shingles, number.	Lath, number.
1852.....	70,740,271	55,851,038	
1853.....	88,909,348	71,442,350	
1854.....	133,131,872	92,506,301	
1855.....	215,585,354	134,793,250	
1856.....	243,387,732	115,563,250	
1857.....	311,608,793	154,827,750	
1858.....	242,793,268	150,129,250	
1859.....	226,120,389	195,117,700	
1860.....	225,372,340	168,302,525	28,236,585
1861.....	180,379,445	94,421,186	32,170,420
1862.....	189,277,079	55,761,630	31,282,725
1863.....	221,709,330	102,634,447	16,966,000
1864.....	269,496,579	138,497,256	30,293,297
1865.....	385,353,678	258,351,450	36,242,010
1866.....	422,313,266	422,339,715	61,516,895
1867.....	518,973,354	480,039,500	74,265,405
1868.....	551,989,806	537,497,074	70,587,194
1869.....	581,533,480	638,317,840	69,026,149
1870.....	583,490,634	666,247,750	56,077,370
1871.....	541,222,543	558,395,355	39,313,820

Highest Prices per thousand for Lumber, Lath and Shingles, for the Years named—Years ending March 30

YEAR.	Lumber.		Shingles.	Lath.	Flooring.	Common Boards.
	Mixed Cargo.	Cle r Yard.				
1859..	\$10 50	\$30 00	\$3 00	\$1 50	\$22 00	\$10 00
1860..	12 00	28 00	3 50	2 75	22 90	12 00
1861..	7 50	28 00	3 50	2 50	20 00	12 00
1862..	"	27 00	3 25	3 00	24 00	13 00
1863..	"	39 00	4 25	4 00	30 00	17 00
1864..	17 00	45 00	4 50	5 00	37 00	18 00
1865..	23 00	60 00	6 00	5 00	"	28 00
1866..	20 00	"	7 00	4 00	28 00†	20 00
1867..	24 00	"	6 50	5 00	23 00†	23 00
1868..	22 50	"	4 87½	4 50	23 00†	22 00
1869..	19 00	"	4 10	3 00	"	"
1870..	17 00	"	3 50	2 25	"	"
1871..	22 00	55 00	4 00	"	38 00	"

* Not reported.

† "Fencing."

DRY GOODS MERCHANTS.

JOHN V. FARWELL & Co.—This firm is undoubtedly the oldest in Chicago, the business having been established by its predecessors in 1847. From its inception, the business has progressed, and to its present senior member is due the honor of advancing the house to the high reputation it bears. The first wholesale dry-goods house in Chicago was started in 1845, by Hamlin & Day. In 1847, Wadsworth & Phelps commenced wholesaling. The firm shortly afterward became Cooley, Wadsworth & Phelps. Mr. Phelps withdrew from the firm a few months later, and, in 1850, the style of the firm was Cooley, Wadsworth & Co., the company being represented by John V. Farwell, who was admitted to partnership in that year. The firm so remained until January 1, 1864, when Messrs. Cooley and Wadsworth retired, and Marshall Field, Levi S. Leiter and S. N. Kellogg became members of the firm, the title of the concern reading Farwell, Field & Co. Messrs. Field and Leiter withdrew at the end of a year, and the firm then consisted of John V. Farwell, Charles B. Farwell, S. N. Kellogg, William D. Farwell, and John K. Harmon. The style of the firm was then changed to John V. Farwell & Co., and has so remained since. In 1867, Mr. Kellogg retired. In 1870, Simeon Farwell was admitted to the firm, but withdrew on January 1, 1883, owing to failing health. On January 1, 1884, John V. Farwell, Jr., and John T. Chumaseo were made members of the firm. William D. Farwell, who represented the company in New York City for many years, has withdrawn from active association, although retaining his financial interest in the business. The head of the house, Hon. John V. Farwell, has also withdrawn from active management, and the carrying on of the immense business of this house devolves upon Charles B. Farwell, John K. Harmon, and the recently admitted younger members. Prior to the great fire of 1871, the firm was situated at Nos. 112-16 Wabash Avenue, and when that building was swept away, Messrs. Farwell erected a mammoth structure on the northwest corner of Monroe and Franklin streets. They remained there until the completion of their premises, at the corner of Market and Monroe streets, January 1, 1883. The dimensions of the building are 280 x 400 feet, and there are eight floors, including basement and sub-basement, that respectively have the benefit of street and river front. In addition to this space, the firm has immense storage-rooms under Market Street. The building cost over \$1,000,000, and the ground brings the total valuation of the property to about \$2,000,000. The house carries a stock of goods of the value of \$5,000,000, and over six hundred employes are required in the business. The sales aggregate about \$20,000,000 per annum.

JOHN V. FARWELL is the third son of Henry and Nancy Farwell, and was born on a farm in Steuben County, N. Y., on July 29, 1825. His boyhood, until thirteen years of age, was passed upon his father's farm, and while there he attended the winter terms of school. In 1838, the family removed to Ogle County, Ill., and, three years later, Mr. Farwell entered the Mt. Morris Seminary and completed his education. While there he bent his energies toward obtaining as complete a business education as possible, and paid particular attention to the studies of bookkeeping and mathematics, he then having decided to enter upon a mercantile business life. In the spring of 1845, he came to Chicago. All his earnings had been paid out in getting his education, and he had but little money to commence life with. He worked his passage to this city upon a load of wheat, and when he arrived had but three dollars and seventy-five cents. He soon obtained employment in the county clerk's office, and received a salary of twelve dollars a month. He reported the proceedings of the City Council, but while doing so he, too, particularly described the meetings, and so offended the City Fathers that he was deposed from his office. Previous to this he had engaged himself as bookkeeper for Hamilton & White, dry goods merchants, and remained with them one year, receiving but eight dollars a month salary. At the expiration of his contract with them, he went with Hamlin & Day, who were in the same line of business. He afterward engaged with the dry goods house of Wadsworth & Phelps, at a salary of six hundred dollars a year. In 1850, he became a partner in the firm, and in 1854 Mr. Farwell was at the head of the house of Farwell, Field & Co., and later of John V. Farwell & Co. From early boyhood he displayed his aptness for business, and, from his first step into the commercial world, his progress has been onward and upward. At the age of fourteen, he became a member of the Methodist Church, and though he was always desirous of amassing a fortune, his liberality and benevolence towards all institutions of worship have been remarkable. In 1856, he started the Illinois-street Mission, an institution designed especially to reach the boys in the street and outcast children. From feeble beginnings it has grown until it has become a large Church and Sunday-school. For ten years Mr. Farwell was the superintendent of the Mission, and has always taken an active interest in its progress and welfare. During the

War, Mr. Farwell's philanthropy and patriotic zeal were conspicuous and telling. He helped raise the First Board-of-Trade Regiment, and the forty thousand dollars for its equipment. In all matters, pertaining to the War, he was foremost in aiding those who participated in the struggle for the preservation of the Union. To Mr. Farwell, more than to any other man, is due the present prosperous and promising condition of the Young Men's Christian Association.

HON. CHARLES B. FARWELL was born near Painted Post, Steuben Co., N. Y., on July 1, 1823. The first fifteen years of his life were passed at his native place, and during that time he attended the Elmira (N. Y.) Academy, where he took a course of study, paying particular attention to surveying. In 1838, he came to Illinois with his father, who located upon a farm in Ogle County. Young Farwell farmed and surveyed alternately, for several years, and, from this out-door life during his youth, he acquired a robust constitution, which has never failed him in the arduous labors of his latter life. On January 10, 1844, he came to Chicago, and some time afterward obtained a position as deputy clerk with George Davis, clerk of Cook County. Almost the first day that he entered upon his duties his chief was taken sick, and upon the new deputy devolved the task of opening the County Commissioner's Court. Although totally unfamiliar with the duties of the clerk, by the aid of members of the court, Mr. Farwell was enabled to learn the work required, and he filled the responsible office with universal satisfaction. He was thus occupied for four months, when his chief returned, and he resumed his duties as deputy clerk and took a night situation with Briggs & Green, auctioneers, at a salary of twenty-five cents a night. In November, 1845, he bought his first real estate, paying for the same out of the savings from his meager salary. This was a piece of land 77 x 150 feet, situated where the Crane Bros.' manufacturing establishment now stands. The price was \$300, of which Mr. Farwell paid \$100 cash. The property in question is to-day valued at \$25,000. Mr. Farwell remained in the office with Mr. Davis until the spring of 1846, receiving \$200 a year and board for his last twelve months' service. Captain J. B. F. Russell then offered him a clerkship in his real estate office, at a salary of \$400 per annum, which he accepted; the second and third years he received \$500 a year. By investing his earnings in Mexican War land-warrants, he made some money, which gave him a start in life a few years later. In 1849, he took the position of corresponding clerk in the banking house of George Smith, and was afterward promoted to the position of teller. He remained there until December, 1853. In September of that year, he entered the political arena as a candidate for county clerk, and was elected by a large majority over his opponent, Dr. E. S. Kimberly. He held the office for four years, and so satisfactory were his services that the people re-elected him in 1857. In 1861, he retired from the office, and passed the following three years in the management of his property and in matters pertaining to the War. In 1864, he purchased an interest in the business of the present house of John V. Farwell & Co. Upon his entry into this concern, his brother, John V., retired from active participation in the business, and he at once took the management of affairs, directing its multitudinous details and supervising its most extensive operations with the same ease that he had exhibited in the humbler positions of his earlier years. In 1867, Mr. Farwell was elected to the Board of County Supervisors, and became chairman of that body. It was during his term of office that the new part of the Court House on Clark Street was erected and completed, but which stood only a short time before the great fire. In 1870, he was nominated by the Republicans of Cook County to represent them in Congress. He was elected by a handsome majority, although the campaign was hardly fought by his opponent, Hon. John Wentworth. In 1872, he was re-elected, the opposing candidate being Hon. John V. LeMoyne. These two gentlemen again crossed swords, in 1874, for the same office, and Mr. Farwell was the victor. In 1880, he again ran for Congress against Perry H. Smith, Jr., and was elected by a large majority. He was a member of the first State board for the equalization of taxes, being appointed by Governor Oglesby in 1866. Mr. Farwell was identified with one of the greatest works of the age, the Washington-street tunnel. The original contractors of this work were obliged to relinquish it, leaving it a perfect wreck. Although others were dismayed at the undertaking, Mr. Farwell took it in hand, became pecuniarily responsible for its building, furnished the capital, and it was finished. Mr. Farwell was married October 11, 1852, to Miss Mary E. Smith, of South Williamstown, Mass. They have four children—the eldest daughter, Anna, being the wife of Reginald DeKoven, of Chicago. The other children are Walter, Grace, and Rose. Mr. Farwell was one of the founders of the Chicago Club, one of the oldest clubs in the city. He is also a member of the Union League, and Commercial and Bankers' clubs.

MARSHALL FIELD & Co.—The wholesale dry goods firm of Marshall Field & Co. is a descendant, through a long line of

changes, of the house of Cooley, Wadsworth & Co., which, in 1856, was doing business on South Water Street. A year later the firm removed to Wabash Avenue and began doing an exclusive wholesale trade, and, at the same time, the firm name was changed to that of Cooley, Farwell & Co. In January, 1860, Mr. Field was admitted as a partner, and four years later, Mr. Cooley retiring, the firm became Farwell, Field & Co., Mr. Leiter being also admitted as a partner in the house at that time. In January, 1865, Messrs. Field and Leiter retired, and, forming the firm of Field, Palmer & Leiter, bought out Potter Palmer, at Nos. 110-112 Lake Street, the business thus purchased having been established by Mr. Palmer in 1852. In January, 1867, Mr. Palmer retired, and the firm then became Field, Leiter & Co., and in the autumn of the following year they occupied, for the first time, the present site on the northeast corner of State and Washington streets, where they remained until the fire of October, 1871, in which they sustained losses amounting to nearly \$3,500,000, insurance being recovered to the amount of \$250,000. Immediately after the fire they resumed business in the old horse-railway barn, at the corner of State and Twentieth streets. At the same time, or, as soon as circumstances would permit, they began re-building, both at State and Washington and at Madison and Market streets, to which latter place they removed their wholesale house in March, 1872. In 1873 they occupied their old quarters at the first mentioned location for their retail business. It is the largest, as well as the most complete retail establishment west of New York. In January, 1881, Mr. Leiter retired from the business and the firm became Marshall Field & Co. It is an acknowledged fact that the house of Marshall Field & Co. has steadily grown, keeping pace with the marvellous development of Chicago's commercial interests, and that to-day its greatness is

Marshall Field

only a satisfactory realization of possibilities which have taken years to achieve. That this is true, may be seen from the fact that in 1865 the sales of this firm approximated \$8,000,000; in 1883, they amounted to \$30,000,000, being an increase of nearly fourfold in less than twenty years. Marshall Field, one of the merchant princes of the American Continent, began his business career in this city in 1856, as a clerk in the house of Cooley, Wadsworth & Co. Of Mr. Field, much might be written that would be of interest to those who are curious to know the history of men whose success in any walk of life has been such as to give them deserved prominence among their fellows. But few facts, however, can authentically be stated relative to Mr. Field—that he is a native of Massachusetts, born in 1835, and when only twenty years of age, he came to Chicago and began his business career as a clerk. Since that time he has been thoroughly and intimately identified with this city and its best interests, of which he has been an indefatigable promoter. He is reticent, quiet and reserved in his demeanor, but one of the most thoroughly philanthropic and public-spirited citizens of Chicago.

H. N. HIGGINBOTHAM was born at Joliet, Ill., on October 10, 1838, where he received such education as the common schools of that period afforded. During 1857, he began his business career as clerk in the Will County Bank, of Joliet, and subsequently was in the employ of the Joliet City Bank up to 1859, and left this latter position to fill that of assistant cashier with the Bank of Oconto, Wis., where he remained up to 1861. In the month of April, 1861, he came to Chicago, to accept the position of entry clerk and assistant bookkeeper for the firm of Cooley, Farwell & Co., which he retained until August, 1862. He then enlisted for the war, in the Mercantile Battery; but, previous to the battery entering active service, he was transferred and ordered to Western Virginia, as chief clerk in the quartermaster's department, which position he held up to December, 1864. During January, 1865, he returned to Chicago, and was employed by Field, Palmer & Leiter, —first, as bookkeeper, afterward being advanced to different positions of trust and importance, until 1878, when he was made a partner in the firm. Mr. Higginbotham married, in 1866, Miss Rachel D. Davison, of Joliet, Ill. They have four children—Harlow D., Harry M., Florence and Alice.

JOHN G. McWILLIAMS was born on June 15, 1839, at Peterboro', Madison Co., N. Y., and received his education at the Peterboro' Academy. In the fall of 1855, he began his business career as a clerk in a dry-goods store at Peterboro', where he remained until February, 1857, when he came to Chicago, entering the retail dry-goods house of W. R. Wood & Co., as a salesman. He remained in their employ until September, 1861, when he entered the 51st Illinois Infantry as captain, afterward being promoted to major in

March, 1864, and serving until March, 1865, when he was honorably discharged. He then returned to Chicago, and entered the employ of Field, Palmer & Leiter, as a salesman, which position he held until he attained his present one of partner, in January, 1883. Mr. McWilliams was married, in 1867, to Miss K. M. Willard, of Chicago, who died in November, 1884, leaving one child, Roy.

D. B. FISK & CO.—Standing prominently at the head of its department of trade, and indisputably the largest house of its class on this continent, is the firm of D. B. Fisk & Co., wholesale millinery. Its history from its founding here, a little over thirty years ago, to the present time, forms not only a forcible illustration of that growth and development which has characterized the trade and commerce of Chicago from then until now, but it shows how much can be accomplished by intelligent, persistent and well directed effort. When D. B. Fisk came to Chicago in 1853 and established, in March of that year, the first wholesale millinery house west of the Alleghenies, his ambition did not reach, nor did his business sagacity comprehend, the magnitude of the commercial structure of which he was only laying the foundations. He first established himself on Wells Street (now Fifth Avenue) between South Water and Lake streets where he remained one year. In the spring of 1854, he removed to No. 124 Lake Street, and a little later to the rooms over Gossage's old store on the same street, and finally, in 1857, to Nos. 53-55 Lake Street, the Iron Block which had just been erected by Thomas Church. In this building, Mr. Fisk continued until burned out on the 9th of October, 1871, at which time his gross losses were nearly \$300,000. In a week following the fire, he had resumed business at Nos. 53-55 West Washington Street, and at the same time began the erection of a small brick building at Nos. 27-29 Clinton Street. Into this he removed, and remained until the spring of 1873, when he occupied the building at the southwest corner of Wabash Avenue and Washington Street. In this building (which is universally conceded to be the finest, and best adapted to its trade of any house in the city), the firm of D. B. Fisk & Co., now occupies six large floors, the aggregate area of which is 135,000 square feet. Their volume of business, which in 1854 could be readily handled by perhaps half a score of employes, now requires hundreds to transact the trade, which, if allowed to accumulate for a single day, would throw its affairs into an almost inextinguishable confusion. But such is the system adopted here, that notwithstanding the magnitude of their business, every detail from the large manufacturing rooms in the topmost story to the packing and shipping quarters in the basement, moves with the precision of the clock work. The growth of this house is perhaps best told in the brief statement, that, in 1853, its sales did not exceed fifty thousand dollars, while in 1883 they amounted to two millions. There are doubtless many, who if told that the house of D. B. Fisk & Co. was not only the largest wholesale millinery house in America but the largest anywhere in the world, would be inclined to take the statement with much allowance. It is however literally and indisputably true; mercantile men in this and other cities, who have been abroad and visited the largest establishments in the leading cities of the old world admit it, and further concede that Chicago, situated as it is, with so vast a territory contributory to its greatness, is bound to become the greatest commercial center on the globe.

EDSON KEITH & CO.—The history of this house dates back to 1858; when Osborn R. Keith and Albert E. Faxon, under the firm name of Keith & Faxon, started a wholesale millinery house at No. 49 Lake Street. In 1860, Edson Keith became a partner in the house, and added to the stock a department of hats, caps, furs and straw goods. At that time, too, the firm name was changed to Keith, Faxon & Co., and a removal made to Nos. 45-47 Lake Street. In 1865, Mr. Faxon retiring, Eldridge G. Keith was admitted as a member of the firm, which then became Keith Bros., and was composed of Osborn R., Edson and E. G. Keith. Two years later J. G. Woodward was admitted as a partner, having been previously for some time connected with the house as a bookkeeper. The year preceding this event, however, they had removed to Nos. 68-70 Wabash Avenue, just opposite old Dearborn Park. They remained there until burned out in the fire of October, 1871, in which their total losses exceeded \$250,000. They, however, succeeded in saving a considerable portion of their stock, and, with characteristic energy, the second day following the fire, resumed business at the stables of Edson Keith and E. G. Keith on Prairie Avenue. As soon as possible, they began the erection of a temporary brick building, at the corner of Dearborn Park and Michigan Avenue, which was pushed with such vigor that, in two weeks from the day it was begun, it was completed and occupied. Incidentally it should be noted, especially as it shows that the firm of Keith Bros. did at once resume, that in the two weeks from the time of the fire, until their temporary building was ready for occupancy, they sold \$60,000 worth of goods from the stables, where, during this brief period, their stock had been stored. Shortly

following the completion of their temporary building, they secured a lease of the lot at what would now be called Nos. 246 to 252 Madison Street, and on which they began the erection of a large double store, and into this they removed in October, 1872. Having once more settled down in their handsome and commodious quarters, the house of Keith Bros. soon fully recovered what they had lost in the fire, and began making rapid strides toward the position that it to-day holds—that of one of the largest establishments of its kind, not only in Chicago, but anywhere in the West. Seven years passed away—years which witnessed an increasing volume of trade and brought to this house enlarged power and influence in the commercial world. At the end of that time, in 1879, O. R. Keith withdrew from the firm of Keith Bros., taking with him the departments of notions, millinery and white goods, and, in company with A. B. Adam and Albert E. Faxon (the latter gentleman having been associated with him in 1858), organized the firm of O. R. Keith & Co. This firm opened a wholesale store in the lines already mentioned, at the building, corner of Wabash Avenue and Monroe Street. In the meantime Edson Keith, Elbridge G. Keith, and James L. Woodward, under the firm name of Keith Bros., continued the business of wholesale hats, caps, furs and men's furnishing goods at Nos. 246 to 252 Madison Street, until January 1, 1884, when the two houses consolidated their interests under one roof, under the firm name and style of Edson Keith & Co. The firm, as it now stands, is composed of Edson Keith, A. B. Adam and A. E. Faxon, as general partners, and O. R. Keith as special partner. The firm of Edson Keith & Co. now carries all the lines formerly handled by both the houses before the consolidation was effected, and in the amount of business done stands second to none of its kind in the city. They also employ over three hundred persons in their various departments, and occupy six large floors, the combined area of which is equal to one hundred and twenty thousand square feet. In 1858, their sales did not exceed \$75,000; in 1883, they amounted to \$4,500,000, while the territory covered by their trade to-day, extends throughout the Western and Northwestern States and Territories.

EDSON KEITH is a native of Barre, Vt., where he was born in 1833. He came, with his brother, to Chicago in 1854. He first engaged as a clerk with J. D. Sherman, who was then the keeper of a retail dry goods store, and with whom he remained until 1856. In that year he formed a connection with the wholesale hat and cap house of Benedict, Mallory & Farnham, then doing business at No. 109 South Water Street. He remained with that house until 1860, when he retired to form the partnership with his brother in the firm of Keith & Faxon, and which, at that time, became Keith, Faxon & Co.

A. S. GAGE & CO.—It will perhaps be conceded that New York is the heaviest importing city on this continent, and is therefore the leading market for the sale of all classes of foreign goods in importers' packages. Especially is this true of millinery and milliners' stock. But to Chicago justly belongs the credit of being the largest jobbing market of any city in the United States, for the same line of goods, and in the size and elegance of its wholesale establishments, devoted to this line of trade, none finer can be found in any city. One of these, and ranking foremost among the oldest and most stable of Chicago's commercial institutions is the house of A. S. Gage & Co., which was established here in 1857, under the firm name of Webster & Gage. They first started as a wholesale and retail establishment on Lake Street, between Clark and Dearborn streets. In 1860, they gave up the retail trade, and began wholesaling—a business which has been continued to the present time. In 1870, the firm name was changed to Gage Bros. & Co., Mr. Webster retiring, and being succeeded by Seth Gage, who, at that time, had come from the East, to make his home in Chicago. In that year the firm was located at No. 78 Lake Street, where they were still doing business up to October 9, 1871. They, of course, burned out in the great fire, suffering a total loss of stock, but were fortunate enough to save from destruction their books, accounts, and many valuable papers. They, however, resumed business within a week following the fire, at the private residence of A. S. Gage, No. 661 Indiana Avenue. They commenced, as soon as possible, the erection of a temporary frame-building on the lake front, which was completed and occupied by February of 1872. They remained there until the 20th of April, the same year, when they removed to Nos. 227-29 Wabash Avenue. In the fall of 1875, another removal was made to the corner of Wabash Avenue and Madison Street. They remained at the last mentioned place until January 1, 1883, when they removed to the corner of Wabash Avenue and Adams Street. Here, as on previous occasions, they occupied a building erected expressly for their business, by Martin Ryerson. At the same time the style of the firm became as it now is, A. S. Gage & Co., being composed of A. S. and E. B. Gage, general partners, and Martin Ryerson, as special partner. In 1863, the firm employed less than ten people, while now (1885) there are six hundred on the pay-roll. As showing the

remarkable growth attending the business of this house, the following figures are given. In 1857 the sales amounted to \$30,000, in 1862 to \$125,000, in 1878 to about \$1,000,000, and in 1883 they had reached \$3,500,000. Albert S. Gage, the present head of the house, came to Chicago in 1860, and entered the employ of Webster & Gage as a clerk. From that humble occupation, he has worked his way up to his present position. Every advancement which has come to him has been brought about by his own unaided efforts. In 1867, he was admitted to the house as a partner. The last member of the original firm retired in 1878 since which time the business has increased the most rapidly. Both A. S. and E. B. Gage are New England men.

BOOTS AND SHOES.

It would, perhaps, be conceded without argument that Chicago to-day ranks second to no city in the Union as a producing and distributing center for boots and shoes. Everything, from the finest shoes for ladies to the coarsest brogans for the ranchman on the plains or the plow-boy of the prairies, is manufactured here; in fact, over all the West and South, goods bearing the brand of some Chicago firm, are best known and the most sought after by the retail trade.

THE DOGGETT, BASSETT & HILLS CO.—Prominent among Chicago houses, and, doubtless, best known because of its being the oldest jobbing boot and shoe house in the city, is this company. Briefly given, its history is as follows: It was founded in 1846 by William E. Doggett and George L. Ward, who, under the firm name of Ward & Doggett, established themselves in the wholesale boot and shoe trade at No. 172 Lake Street. In 1850, D. Hobart Hills, who had been connected with the house from the first as a salesman, was admitted as a partner, and at the same time Henry D. Bassett, who was then engaged in manufacturing in the East, also became a member of the firm, the style of which was changed to Ward, Doggett & Co. Two or three years later, a removal was made to No. 133 South Water Street, and in 1856, Mr. Ward having died, the firm name was changed to Doggett, Bassett & Hills, being composed of W. E. Doggett, Henry D. Bassett and D. Hobart Hills. Mr. Ward, it should be explained, was a non-resident partner in the house, and, although entitled to the credit of being one of its founders, yet, as he never lived in Chicago (his death occurring at about the time it began to assume some importance among the commercial institutions of the city), to Mr. Doggett more properly belongs the honor of having been the father of the jobbing trade in this line in Chicago. In 1859, another removal was made to No. 32 Lake Street, the site now occupied by Hibbard, Spencer, Bartlett & Co., and two years later to the opposite side of the street, at the corner of Wabash Avenue. Shortly after taking possession of this building, they added two more stories, and continued to occupy it until October, 1871. In the great fire they were burned out, sustaining a total loss on stock and building of over \$150,000. The second day after the fire, however, they opened an office in a dwelling at the southeast corner of Wabash Avenue and Harmon Court. There they resumed business, and were soon filling their orders as though no fire had ever occurred. Early in the spring of 1872, they removed to a store which had been erected by J. Y. Scammon, on Michigan Avenue, near VanBuren Street. In the meantime, however, they had begun to re-build on their old site, at the corner of Wabash Avenue and Lake Street, which they completed and occupied in August, 1872. Having thus again fairly established themselves in their old quarters, things ran along as smoothly and prosperously as could have been desired, until, in April, 1876, a serious calamity befel them, in the death of Mr. Doggett. Not that this occurrence in any way affected the standing of the firm, or diminished the number of its patrons, but all of its members deeply felt the loss of the man who had founded the house and who had so long controlled and directed its affairs. Following the death of Mr. Doggett, the surviving partners, including C. H. Cram, who was at that time admitted to a membership in the firm, continued the business without change until 1878; at that time, a joint-stock company was formed under the corporate title of the Doggett, Bassett & Hills Co. Its first officers were D. Hobart Hills, president, C. H. Cram, secretary; and William Wheeler, of Boston (whose connection with the house dated from this time), treasurer. They remained at the old premises on Lake Street until in January, 1879, and then removed to Nos 212-14 Monroe Street. In March, 1881, Mr. Cram died; and two years later, death again invaded the firm, taking this time Mr. Wheeler, whose interest in the house was subsequently purchased by Hon. A. P. Martin, the present mayor of Boston. Mr. Martin is the present treasurer of the company. Mr.

Hills served both as president and secretary since the death of Mr. Cram. This house has been engaged in manufacturing since 1853, at which time they employed between forty and fifty workmen. They now employ from one hundred to one hundred and fifty hands, besides doing an extensive jobbing business. In 1846, their total sales were only \$11,000, and, as Mr. Hills says, they thought it a pretty big business for those days. Now, their sales amount to over a million dollars per annum, and they are only one among several other houses here in the same line, whose total volume of trade equals these figures. Mr. Hills, in relating some of his reminiscences of early days in mercantile life in Chicago, says that before any railroads were built here, merchants received all their goods, bought in the East, by water. It happened then that during the winter months, and when navigation was closed, that their stock ran exceedingly low, and they were sorely pressed to fill their orders to the retail trade. One winter in particular, Mr. Hills relates that, the spring being very backward, his firm conceived the idea of shipping goods from New York via New Orleans, from thence up the Mississippi River to the Illinois and Michigan Canal, to this city. They finally received their goods, but, as Mr. Hills laughingly asserts, they did not deem it expedient to repeat the experiment. The house of Ward & Doggett began doing a jobbing business in a small way in 1846. Mr. Hills says that he remembers the first bill of goods they jobbed was sold either to C. A. Brooks or R. I. Thomas, both of whom were then merchants doing business in St. Charles. The amount of the bill was only \$120, but, after it was sold, the members of the house felt like congratulating themselves on having obtained so good a customer. Coming, as it has, unscathed through all the perils incident to so long a career, the record of this house is one peculiarly honorable, and speaks well of the skill and sagacity with which its affairs have been managed. Of the founder of the house, we have already spoken; it only remains now to add that, as a man and a citizen, he was highly esteemed by all who knew him. The following brief facts concerning his life have been furnished by his sister, Miss Eunice Doggett, now of this city.

WILLIAM E. DOGGETT was born in the village of Acushnet, Freetown Township, Bristol Co., Mass., November 20, 1820. His father, Elkanah Doggett, was a merchant and manufacturer of iron, and descended from a long line of intelligent farmers. His mother, Eunice Baker, was a daughter of Rev. Joseph Baker, of Middleborough, Mass. As parents, they trained their children to "fear the Lord and work righteousness," and skillfully guided their hours of study and recreation. The educational facilities of the village, in both private and district schools, were of a high order, and in these he received his first lessons in English knowledge. Latin he pursued for several months, and continued it, with Greek, mathematics and higher branches of English, at Pierce Academy, Middleborough, Mass. At sixteen, he left school and entered mercantile life as a clerk in a country store in Middleborough. He remained there two years. Thence he went to Mount Savage Iron Works, Frostburg, Md., where he was seven years, and then to Chicago, where, with an old school friend, George Ward, he established the boot and shoe house of Ward & Doggett, afterward known as Doggett, Bassett & Hills. Mr. Doggett was married to Mrs. Kate Newell on February 22, 1857. Their only child, George Newell Doggett, resides in Chicago. Mrs. Doggett, well known as a woman of gifted literary attainments, died in March, 1884. As has already been told, Mr. Doggett's death occurred in April, 1876.

D. HOBART HILLS, who has been for so long at the head of this house, was born in Sackett's Harbor, N. Y., October 27, 1826. His parents were David O. Harriet (Bowen) Hills—the father being engaged in general merchandising in Sackett's Harbor. His death occurred when Hobart was quite young; leaving him to become the main support of his widowed mother. In 1845, he came to Chicago, and in the following year took service as a clerk in the house of Doggett & Ward. A few years later he was admitted as a junior partner. Mr. Hills was married, in 1859, to Harriet R. Merrill, daughter of Hiram A. Merrill of Watertown, N. Y. They have four children, Caro M., Mary, William Doggett and Emily.

H. D. BASSETT, whose connection with the house dates since 1850, came to Chicago in 1853, but, six years later, it being thought desirable to have a resident partner in the East, Mr. Bassett removed to Boston, where he has since resided.

C. H. FARGO & Co.—In the winter of 1855, Charles H. Fargo, a native of Massachusetts, landed in Chicago, and in the spring of the following year, in company with W. A. Bill and A. W. Kellogg, established a wholesale boot and shoe house at No. 47 South Water Street, under the firm name of Bill, Fargo & Kellogg. In the following year a removal was made to No. 43 Lake Street and, at the same time, the firm name was changed to Fargo & Bill. In 1864, they removed to No. 48-50 Wabash Avenue, and H. D. Fales becoming a member, the style of the firm was again changed to that of Fargo, Fales & Co. They remained on Wabash Avenue until,

in 1869, they removed to No. 44-46 Randolph Street, at which number they were still doing business at the time of the fire of October, 1871. In that fire, notwithstanding their losses aggregated \$165,000, they were fortunate enough to save some fifteen thousand dollars' worth of stock, which was removed to the stable of Mr. Fargo, at No. 613 Wabash Avenue, and where, on the day following, they resumed business. A few weeks later they removed to No. 575 State Street, where they remained until, in May, 1872, they removed to the corner of Madison and Market streets, continuing there until, in April, 1883, they located in their present quarters at Nos. 116-20 Market Street. On the re-organization of the firm under its present style in 1871, its members then were C. H., C. E., and S. M. Fargo and John Benham. In January, 1883, Mr. Benham withdrew, and Frank M. Fargo, a son of the senior member, entered the firm. As is now well known, this house does an immense manufacturing business, and is, in this branch of the trade, one of the oldest as well as one of the largest houses in Chicago. Mr. Fargo, with his characteristic energy and enterprise, began manufacturing boots and shoes of the heavier grades in 1859. His new departure in this direction at once brought him into competition with Eastern manufacturers, but the good quality of his work soon created a demand greater than he could fill, and stimulated his fellow-merchants in this and other Western cities to follow his example. Thus it may be truthfully said, that to this house is due the credit of having inaugurated the business of manufacturing boots and shoes in Chicago, and of really laying the foundation of what is to-day one of her most important industries. The first year his house was established here, it did a business of nearly \$70,000, while the entire jobbing trade in boots and shoes in Chicago, did not exceed \$800,000. It may now safely be estimated at not less than \$20,000,000. In 1883, the sales made by C. H. Fargo & Co. amounted to over \$1,250,000. A glance at the above figures shows not only the growth of this house, but also the relative development of the entire trade in this branch in the city. The success which has attended this firm from the first to the present time is doubtless due to the fact, that though full of enterprise it has always been conservative in its dealings, and that the men who directed its affairs never ventured into any outside enterprises, but steadily persisted in building up and carrying to its fullest development this one line of business. And of C. H. Fargo, who has so long been its managing head, it may be stated that the one great work of his life has been to carry forward this enterprise and in laying broad and wide the foundations of its present commercial strength and greatness.

CHARLES H. FARGO was born at Tyringham, Berkshire Co., Mass., November 9, 1824, the son of Samuel and Eliza (Buel) Fargo. From the time Charles was twelve years old until he was eighteen, he was almost constantly in the store, barring his attendance at intervals at the district school of his native town. At the latter age, however, he entered Westfield Academy, intending to fit himself for a physician. He remained there but six months, when he was called home to take full charge of the store, while his father turned his attention to farming. He continued to manage the store for his father until, on attaining his majority, he was made a partner. Two years later, young Fargo having decided to go into business for himself, and desiring to enlarge his field of operations, moved to Great Barrington, a town of some importance in the same county, and where, in company with a partner, he began business on a larger scale. It was not long until his firm became the leading one in the place. In 1855, Mr. Fargo decided to come West and carry out a long cherished desire, to establish a certain branch of business and, making that a specialty, push it to the highest attainable success. As has already been told, he in that year arrived in Chicago, and shortly afterward established the house of which he is still the head. Mr. Fargo was married on September 5, 1848, to Miss Eveline M. Sweet, daughter of J. W. Sweet of Tyringham, Mass. During their married life, four children were born to them—Fred. L. (who died when but four years of age), Charles E., Frank M., and Edward A. Fargo—two of whom are now young men of fine business qualities and partners in the house their father established nearly thirty years ago; the youngest is at school in Massachusetts. Mrs. Fargo died in August, 1871.

GREENSFELDER, ROSENTHAL & Co.—This firm manufactures and wholesales boots and shoes, and is the largest house in its line in this city. It was established here in 1856 by Isaac Greensfelder and Rudolph Rosenthal, as retailers. Ten years later Siegmund Florsheim was made a member of the firm, which then started in the wholesale trade in January, 1866, on Lake Street. After the fire of 1871, in which it suffered heavy losses, the firm removed to the northwest corner of Lake Street and Wabash Avenue. In January, 1878, it removed to Nos. 105-107 Wabash Avenue, where it remained until January, 1883, and then moved to Nos. 251-57 Monroe Street. Since starting in the wholesale business the firm has ever enjoyed a large and constantly increasing trade, their sales for 1883 amounting to nearly \$1,500,000. Mr. Greensfelder came here in 1854, and was engaged in the retail trade at the time the

business connection between himself and Mr. Rosenthal was formed. Mr. Florsheim, the junior partner, joined in 1866.

ISAAC GREENSFELDER was born in Bavaria in the year 1827. He learned the trade of a shoemaker at the age of thirteen, and followed that occupation until 1848, when he came to America and started a retail boot and shoe store on Gaenck Street, New York City. He carried on that business until 1854, when he came to Chicago. Mr. Greensfelder married Sarah Woolf, of Bavaria, who died in Chicago in 1864. He afterward married Amelia Blum, daughter of David Blum of Frankfort-on-the-Main. They have seven children—Nathan, in business with his father; Lois who is studying medicine; Adolph and Julius; and three daughters, Thekla, Rosalia and Bella.

SUNDRY INDUSTRIES.

NEWELL MATSON, the well-known jeweler, and senior member of the firm of N. Matson & Co. was born in Simsbury, Hartford Co., Conn., where he was educated and made his entry into business life. His first enterprise was a general country store, which he conducted until 1845, when he removed to Owego, N. Y., where he opened a dry goods and notion store. One of his departments comprised jewelry, his trade in that line growing so rapidly that he relinquished the other branches of his business and devoted his time exclusively to the manufacture and sale of all kinds of jewelry, silverware, etc. The extent of Mr. Matson's trade during his residence in Owego may be imagined, when it is stated that he employed fifty-six salesmen. In the course of several years he established a branch store at Danville, N. Y., which was then a central point for the distribution of goods, and more convenient for a number of his traveling salesmen. Two years later, Mr. Matson sold his Danville store to one of his employes, and located another branch at Painesville, Ohio. In 1857, he closed out his interests in the East, and went to Milwaukee, Wis., where he established his business. Later on, seeing that it was necessary to have a branch house in Chicago, if he desired to retain and extend his trade, he opened a store at No. 117 Lake Street, where the business grew so rapidly that, a short time prior to the great fire of 1871, he gave up his Milwaukee interests, and concentrated his trade in the Chicago house. The fire came, and Mr. Matson was one of the many sufferers, his stock being completely destroyed; but with the energy for which he is noted, he soon found quarters in a dwelling on Wabash Avenue, where he remained for one year, when he removed to the elegant building, erected for him, at the southwest corner of Monroe and State streets, his present location. Mr. Matson's career demonstrates what energy, pluck and uncompromising honesty will do, the position which he holds in business and social life amplifying the adage that "honesty is the best policy." Mr. Matson has had many interesting experiences, during which time he had several partners connected with him. His present partner is L. J. Norton, who has been with him for many years. Mr. Matson was married to Miss Flora M. Case, of Simsbury, Hartford Co., Conn. in 1840. Has five children living—Flora P., now wife of Thomas S. Hayden, of Denver, Col.; Anna C.; Ella C., now wife of A. H. Andrews, of Chicago; Rollin N., engaged with his father; and Lottie, now wife of S. M. Perry, of Chicago.

HENRY HORNER & Co.—The house of Henry Horner & Co., wholesale grocers and flour dealers, is one of the oldest in the city, having been established in 1842 by Henry Horner, the father of the present proprietor. It was inaugurated at the corner of Randolph and Canal streets as a wholesale and retail house, and there remained until 1859, when Mr. Horner built the large store at Nos. 78, 80 and 82 West Randolph Street. There Mr. Horner remained until 1864, when he removed his business to South Water Street, and there was burned out by the fire of 1871. This necessitated his return to his own store, which the present firm still occupies. In 1878, the retail department was abandoned, and in the same year Henry Horner died, the business being continued by his widow and son, Isaac H. Horner. Subsequently, Angel, Charles, and Maurice Horner, brothers of Isaac, also entered into the business, the firm name remaining the same—Henry Horner & Co. Henry Horner (deceased) was born in Seyn, Bohemia, in 1817; he came to America in 1840, and located in Chicago, and engaged as a clerk for a clothing house, where he remained until he began business for himself in 1842, which he continued until the time of his death, which occurred February 12, 1878. In 1869, he engaged in the banking business in company with Lazarus Silverman; they continued the business until the fire of 1871, when the firm dissolved. In 1848, he married Hannah, daughter of Simon and Minna (Solomon) Dernberg, natives of Darmstadt, Germany. Mr. and Mrs. Horner had eleven children—Della, wife of S. A. Levy, of this city; Joseph, of firm of Shoyer & Horner, married to a daughter of H. A. Kohn; Isaac H., Angel; Minnie, wife of S. Yondorf, of the firm of Strauss,

Goodman & Yondorf; Charles, Maurice; Dora, wife of A. Yondorf, of the firm of Yondorf Bros., clothing, in this city; Harry, Albert, and Mattie. Mr. Horner was one of the originators of the Chicago Board of Trade, and he remained a member until the time of his death. Resolutions of respect and condolence were adopted by the Board upon his decease.

GEORGE CHURCHILL COOK was born March 10, 1811, in Berkshire, Tioga Co., N. Y. This colony was named after Berkshire, Mass., and contained many prominent families from the last-named region. His parents, Ebenezer and Elizabeth (Churchill) Cook, were among the colonists. Ebenezer Cook died in 1812, and Mrs. Elizabeth Cook in 1825. Thus, at the early age of fifteen, was the subject of this sketch deprived of the assistance and counsel of both his parents, and obliged to set out for himself in life; but this necessity developed in him that resolution, stability and self-denial for which he was ever afterward characterized. Fortunately, however, for him, he went to live with an uncle, Colonel William Cook, in whose employ he became familiar with the details of business life, and where he qualified himself for the management of those large mercantile interests which afterward devolved upon him. He was married November 11, 1834, to Miss Lucy Maria Williams, whose parents were likewise from Berkshire, Mass. He moved immediately to Newark Valley, where he lived nine years, and in 1843, came to Chicago. The city was then small, but, foreseeing its future development, he determined to remain, and established himself in the grocery business. Such was his success that, previous to the great fire, he was the head of the largest house in that line in the Northwest. That calamity swept away his fortune, and shortly afterward he became manager of the Merchants' Safe Deposit Company, which position he retained until his death. He was a man of untiring industry, was diligent in business, and when in charge of the vaults of the Deposit Company was always at his post, even though in enfeebled health. Mr. Cook was converted, and joined the Methodist Church in 1833, and from that time until his death, which occurred April 18, 1884, he was one of the most sincere, earnest and devoted Christians. His devotion to the Church was very intense. Everything was estimated by him by its bearing upon the Church. He was a director and, for a time, president of the Chicago Orphan Asylum. He was a life director of the Chicago Bible Society, and he was a member of the board of trustees of the Northwestern University. Much as Mr. Cook gave before the great Chicago fire swept away his fortune, his largest contributions were in the constant flow of cheerfulness and attention to strangers, by which so many were attracted to the church. His quick eye would detect a stranger in the congregation, and he was sure to make him welcome. Chicago, and that Western land, contain many noble Christians, who, as young men, poor clerks, were noticed, encouraged, and helped into active church work by Mr. Cook. He believed it to be a man's highest duty to do good to his fellow-man, and he was a constant supporter of the Old State-street M. E. Church, and, later, of the Wabash-avenue M. E. Church. This Church, on April 21, 1884, adopted a series of resolutions in which they resolved "that we recognize that he has been the leading spirit of our united work since 1851, and that, consequently, we feel a sense of irreparable loss at his removal from our midst." And, although he was not a member of the Commercial Exchange of Chicago, yet, that body, on the same day, resolved "that we shall not forget his kindly face and genial greetings, his high standard for moral and business integrity, nor his active sympathy for the poor and unfortunate, for, if all those for whom he had done some kindly service could throw a blossom on his grave, he would sleep beneath a monument of flowers." The Sunday-school of Wabash-avenue M. E. Church also passed a series of appreciative resolutions. Mr. Cook's love of the beautiful was highly developed. He had made a collection of steel engravings which fill forty large handsome scrap-books, and arranged them with great discrimination as to subjects; and there is probably no other similar collection at all to be compared with it. Mr. Cook left a wife and one son, Henry W. Cook, and an adopted daughter, now Mrs. Walter S. Carter, of Brooklyn, N. Y., as the only members of his family. Henry W. Cook is a member of the firm of Cook, Phillips & Wells.

H. C. & C. DURAND.—This house is one of the largest jobbing and importing houses in this city. No house in this especial line of trade is more widely known throughout the West and Northwest, as it is one of the pioneers of 1850. H. C. Durand commenced business as a wholesale grocer in co-partnership with R. Bailey, at No. 9 Market Street, under the firm name of Bailey & Durand. The firm remained unchanged until 1856, when Mr. Durand purchased Mr. Bailey's interest, and organized the firm of Durand Bros., the individual members being H. C. Durand, John M. Durand, and C. E. Durand. In the year 1857, H. G. Powers became associated with them, and the firm became Durand Bros. & Powers. On January 1, 1872, upon the retirement of H. G. Powers, the firm name was again changed to Durand & Co., its mem-

bers being John M. Durand, H. C. Durand, and Calvin Durand. Their store was at Nos. 42, 44 and 46 Wabash Avenue, in 1878, when the present firm was established under the style of H. C. & C. Durand, and has so remained until present date. The warehouses, offices, and packing rooms in connection with their extensive business, occupy the five buildings known as Nos. 15, 17, 19, 21 and 23 LaSalle Street, where they have remained since the organization of the present firm.

H. C. DURAND, the founder of the above named house, was born in Clintonville, AuSable Tp., Clinton Co., N. Y., March 1, 1827. His parents, Calvin and Lois Durand, were natives of Chittenden County, Vt. Mr. Durand's early life was spent upon the farm of his parents. In a September of 1850, he went to Milwaukee, Wis., and engaged as a clerk in the grocery house of (J. M.) Durand (his oldest brother) & (J. M.) Lawrence, remaining with them until May, of 1851, when he came to Chicago, and established the house of which he is still the head. Mr. Durand married Anna W. Burdall, daughter of Caleb Burdall, of Cincinnati, Ohio. Mr. Durand and wife are members of the First Presbyterian Church of Lake Forest, where they reside.

CALVIN DURAND, of the firm of H. C. & C. Durand, was born in Clintonville, Clinton Co., N. Y., on May 7, 1840, and is a son of Calvin and Lois (Barnes) Durand, natives of Vermont. Calvin, senior, followed the mercantile business and farming most of his life; he also did considerable contracting. He and his wife died in Collinsville—Lois dying in 1860 and Calvin in 1864. Calvin, junior, was educated in the common schools of New York and at Keysville Academy. In the spring of 1860, he came to Chicago, and took a situation as a clerk for his brothers, and remained with them until the spring of 1862, when he enlisted in the Chicago Board-of-Trade Battery, which joined the Army of the Cumberland, and was with it in all its great battles until the summer of 1864, when he was taken prisoner by the rebels, near Atlanta, Ga. He was sent to Andersonville, where he remained three months; thence to Charleston, where he was allowed to stay six weeks; thence to Florence, S. C., and was there three months; when he was taken to Libby Prison, where he was kept two weeks, and then exchanged. His treatment at each of these prisons was perfectly inhuman, and he says that history is unable to record the brutal, malevolent and outrageous treatment accorded to our prisoners in those Southern prison-pens. At the close of the War, in 1865, he was discharged in Chicago. He re-commenced work as a clerk for Durand & Hyde, with whom he remained for three months, when he was admitted as a partner into the firm of Durand Bros. & Powers. After this there were several changes in the firm, but Calvin has remained with the house, which is now H. C. & C. Durand. In 1867, he married Sarah G., daughter of Myron D., native of New York, and Lydia Elizabeth (Allen) Downs, native of Connecticut. By the above marriage there are five children—Jennie E., Hattie A., Mabel E., Bertha J. and a baby. Mr. Durand and wife are members of the First Presbyterian Church, Lake Forest, and he is a member of Oriental Lodge, No. 33, A. F. & A. M.

THE W. M. HOYT COMPANY was organized under the laws of the State of Illinois, and became incorporated in 1883. The members of the company were also members of the old firm of W. M. Hoyt & Co. The officers are W. M. Hoyt, president; A. M. Fuller, vice-president; and Robert J. Bennett, secretary and treasurer. Mr. Buttolph and Graeme Stewart are directors. The early history of the house is as follows: Mr. Hoyt, the president and senior partner, in 1857, entered into the fruit business at the corner of Dearborn and Randolph streets, and continued therein until 1865. In that year, having bought out James A. Whitaker, at No. 101 South Water Street, he engaged in the wholesale grocery business, associating Christopher Watrous, W. T. Sherer and S. M. Case with him. The firm remained at the same location until after the fire of 1871, when they removed to No. 63 South Canal Street, and from there to their present place of business, the site of old Fort Dearborn. As a fitting memorial of that historic landmark, Mr. Hoyt has caused a marble tablet to be placed in the north wall of his store, the plan and inscription being furnished by his partner, Mr. Bennett. This house is doing a business of three million dollars annually.

ALBERT C. BUTTOLPH, one of the directors of the W. M. Hoyt Company, wholesale grocers, was born in Charlotte, Vt., September 8, 1852, and is a son of Albert A., and Laura (Burnham) Buttolph, natives of Vermont. Albert was educated in the schools of Illinois, and obtained his first experience as a business clerk in a retail store at Morris, Grundy County. In 1873, he came to Chicago, and engaged with the house of W. M. Hoyt & Co., and has continued there since. In 1880, he was admitted as a general partner, and when the firm organized under the State laws, he was made one of the directors. On December 27, 1877, he married Miss Louise Estelle, the daughter of George and Mary (Trusdale) Fuller. They have two children—Grace and Roy. Mr. Buttolph is a member of the Royal Arcanum and of the Loyal League.

ALONZO M. FULLER is the vice-president of the W. M. Hoyt Company, wholesale grocers. He was born in Lowell, Oregon Co., N. Y., on October 4, 1844, and is a son of George W. and Mary (Munson) Fuller. He was educated in the State of New York and in Lake County, Ill. He remained upon a farm until he was seventeen years of age, when he engaged with Mr. Hoyt in the fancy grocery business, and remained with that gentleman for three years. Then he formed a partnership with Robert J. Bennett, to carry on the same business, which partnership continued nine years, when both members of that firm became associated with W. M. Hoyt. On the incorporation of the company, Mr. Fuller was elected vice-president.

ROBERT J. BENNETT, of the W. M. Hoyt Company, was born in Pulaski, Oswego Co., N. Y., February 9, 1830, and is a son of Ruben and Alta (Haskins) Bennett. In 1836, Mr. Bennett, Sr., moved to Illinois, and located at Koscoe, Winnebago County, but remained only a short time, finding land-titles in an unsettled and disputed condition. He returned to New York, where he lived until 1844, when he again came to Illinois, and settled at Diamond Lake, Lake County, where he purchased a farm, upon which he lived some years. He afterward bought land at Libertyville, and remained there thirteen years, until his death, on December 16, 1883. Robert J. was educated in the High School at Racine, Wis., and the Academy at Waukegan. He was reared on a farm, and after leaving school, was a teacher for a number of years. In 1863, he came to Chicago, engaged as a general bookkeeper and cashier two years, and then formed a partnership with A. M. Fuller in the fancy grocery trade, which he continued for nine years. In 1874, they consolidated with W. M. Hoyt & Co. In 1862, Mr. Bennett married Miss Electa M., daughter of Carlos M. and Lydia (Buttolph) Hoyt, natives of Vermont. Mr. and Mrs. Bennett have three children—Arthur G., Maud E., and William.

JAMES S. KIRK & Co.—This house is one of the oldest and largest of its kind any where in the West, and was established in Chicago over twenty-five years ago. Its history is best told in the following brief sketch of its founder.

JAMES S. KIRK, whose father was a ship-builder on the Clyde, was born in Glasgow in 1818, and brought up in Montreal, whither the family moved in 1819. James, the only son, was then six months of age. After graduating from the Montreal Academic Institute, he engaged in the manufacture of soaps, candles and alkali in Montreal. Afterward he became a lumber producer, and personally superintended the camp in the woods and the drive down the Ottawa River to Montreal. When scarcely twenty-one years of age he married Miss Nancy Ann Dunning at Ottawa (then known as Bytown). Shortly afterward he came to the United States, and made Utica, New York, his home. In that city, in 1839, James S. Kirk established a house which has become famous for the manufacture of soap and perfumes. Twenty years afterward found them at Nos. 18-20 River Street, Chicago, in the year 1859, where they remained until 1867. They then removed to North Water Street, where they operate the largest soap manufactory in America. The fire caused the firm a loss of a quarter of a million. For nearly fifty years the stern old churchman (for all his life he has been an earnest and consistent Christian), has striven to perfect the business scheme of his life. Success has crowned his efforts, and he now lives in well-earned retirement, in a luxurious home in South Evanston. An undivided family of seven sons, scarcely less tenacious than the persevering old gentleman himself, have, since their earliest boyhood, been engaged in the business. Four sons—James A., John B., Milton W., and Wallace F.—are the active and directing members of the firm; three others are working in the business, but as silent partners. Through the ingenuity of the junior partners many novel inventions and labor-saving appliances have been introduced. The alkali now in use is caustic soda and soda ash, both unknown in this country when the house first opened in Utica. Then teams scoured the country for wood-ashes, which were leached on the lots outside the works. If the old fashioned plan was resorted to now to supply the daily consumption, a ground space of at least fifty acres would be necessary to plant the leaches. This is but an instance of the march of improvement, and the advance of this firm fully illustrates it. An idea of the volume of business done, by this house, may be gleaned from the fact that in 1883 their total sales amounted to sixty million pounds of soap alone, not mentioning other lines of goods which they also handle.

HARPER BROTHERS.—This firm of wholesale and retail grocers was founded by John C. Harper, in September, 1873. A branch house is located at Cherokee, Iowa, managed by Fred Harper. This house does a large trade extending into all the Western States and many of the territories. From its organization, the house has steadily prospered, and it has increased, from year to year, with surprising rapidity.

JOHN C. HARPER was born in the celebrated city of York, England, on June 27, 1845, and is a son of James and Elizabeth (White) Harper. James Harper was a farmer, and upon the farm and in

the city schools John received his early training and education. In 1856, the family came to America and located in Ogdensburg, St. Lawrence Co., N. Y., where Mr. Harper Sr., died in 1865. Mrs. Elizabeth Harper now lives with her son Fred., in Cherokee, Iowa. At Ogdensburg, John C. attended school and learned the trade of floriculturist, which he followed in New York until he came to Chicago in 1863. He then worked at bridge-building for various railroads and corporations, and had charge of the reconstruction of the VanBuren Street and other bridges, after their demolition in the great fire of 1871. He continued the bridge-building business until 1873, when he inaugurated the grocery firm as recited. On October 3, 1874, he married Mrs. Eliza J. (Fitzwater) Marquis, of Monticello, Platt Co., Ill. They have had one daughter Ella, now wife of J. W. Heller, of this city. Mr. Harper has been very prosperous since his arrival here, but his prosperity has simply been the result of steady perseverance, industry and commercial integrity—characteristics of the Yorkshirer. He is a member of Oriental Lodge, No. 33, A. F. & A. M.

GEORGE HARPER, was also born in Yorkshire, England, on January 20, 1849. He was educated at Ogdensburg, N. Y., after the immigration of his family to America, as before recounted, and worked on a farm until he was seventeen years of age. In 1869, he came West and went to work on a railroad, and continued rail-roading for six years; after which he went into the employ of his brother, where he still remains. He is a member of the Masonic fraternity, and connected with Acacia Lodge, No. 705, A. F. & A. M., of Ogdensburg.

HENRY SCHOELLKOPF has been engaged in the wholesale and retail grocery business since 1851. In 1863, he formed a copartnership with his brother, C. E. Schoellkopf, and continued in business at Nos. 232-234 Randolph Street, until in October, 1871, when they were burned out. They resumed operations one week after the fire, at No. 102 West Randolph Street, remaining there for about fifteen months, when the firm of Henry Schoellkopf & Bros. was dissolved. Since that time, Henry has been doing business at his former location, in the building which he re-built immediately after the fire. Henry Schoellkopf was born in the Kingdom of Wurtemberg, Germany, on April 23, 1826, and was educated at Stuttgart and Heilbronn. When his studies were finished, he became a clerk in a store, and thoroughly learned the grocery trade, beginning when quite young, and remaining until he was twenty-two years of age. In 1848, he came directly to Buffalo, N. Y., and was engaged in the Buffalo Savings Bank as bookkeeper for four years. In 1852, he came to Chicago, and commenced the grocery business on the northeast corner of Fifth Avenue (then Wells Street) and Washington Street, where he remained for four years. He then moved to Nos. 232-234 Randolph Street, afterward adding No. 236. He was married in Akron, Ohio, in 1864, to Miss Emma Koehler, daughter of Robert Koehler, and has five children—Henry W., Emma, Minnie, Ida and Edward.

SAMUEL FAULKNER, for many years connected with the wholesale grocery trade of Chicago, was born in Colchester County, Nova Scotia, on October 19, 1828. He is the son of Samuel Faulkner and Sarah (F.) Faulkner, and first came to Chicago from Boston, where he was identified with the grocery trade, on May 27, 1851. Mr. Faulkner inaugurated his long business career in this city by entering the employ of Mr. Heath, a wholesale grocer, as a salesman. Six months afterward, he became connected, in the same capacity, with the flourishing house of Satterlee & Cook, where he met Frederick Fischer, also a salesman, who is now a member of the firm of Reid, Murdoch & Fischer. Mr. Faulkner remained in their employ for three years, when he was admitted as a partner, the firm name being Satterlee, Cook & Co., and composed of G. C. Cook, Meret L. Satterlee, Frederick Fischer and Samuel Faulkner. In January, 1860, their partnership was dissolved, Messrs. Satterlee and Faulkner retiring, and the latter entering at once into the same business, continuing alone until the following October, when he was joined by E. S. Wells, and in March, 1861, by M. L. Satterlee. The firm of Satterlee, Wells & Faulkner continued without change for six years, occupying a prominent position in the trade.

Mr. Satterlee retired from the firm in 1866, which remained Wells & Faulkner until January, 1878, when the firm was dissolved. This firm met with heavy losses by the great fire, and insufficient insurance greatly impaired their capital, notwithstanding which they discharged all their ante-fire liabilities within forty-five days after their property was swept away by the conflagration. In February, 1879, Mr. Faulkner assumed the management of Messrs. Procter & Gamble's Chicago business. On January 8, 1857, Mr. Faulkner was married to Cornelia E. Smith of Warren, Mass., daughter of Rev. Stephen Sanford Smith. They have had eleven children, nine of whom are living. The eldest, Emma Louisa, is the wife of William R. Chapman, of New York City. Sanford W., the only son, is a general commercial broker in this city. Mr. and Mrs. Faulkner have been actively identified with the First Presbyterian Church since 1857.

A. H. BLACKALL is one of the earliest dealers in teas, coffees and spices in this city, and can justly claim the honor of having the oldest establishment in that line in Chicago. His first place of business was at No. 57 Clark Street, the site of the present Sherman House, where he opened a small store in 1849, which he occupied until 1860, when his increased business necessitated larger quarters. He then removed to No. 49 Clark Street. Prior to this removal, however, he had, in 1857, inaugurated the American Coffee and Spice-Mills on Michigan Street, the location of the present County Criminal Court. These spice-mills formed one of the earliest enterprises of that character in Chicago. Through perseverance and strict commercial integrity he soon succeeded in establishing one of the most flourishing and remunerative business enterprises in the city, and at the time of the fire of 1871 again was preparing new quarters at No. 146 State Street; but the flames reached his building before he did, destroying it, together with his two other business houses, as well as his residence. He was left penniless, with the exception of a little money he had in his pocket. Mr. Blackall, however, being a typical Chicago merchant, wasted no time in lamenting over his losses, but sent East for a fresh stock of goods, and commenced business at No. 289 West Madison Street; also re-establishing the American Coffee and Spice-Mills at their present location on Clark Street. He remained at No. 289 West Madison Street for some time, and then removed to No. 186 on the same street, at the corner of Halsted Street, and from thence to No. 172 Madison Street, which is now one of his branch stores, managed by John Corbett. At the present time he also has a branch at No. 172 State Street, opposite the Palmer House, under the supervision of Edward Seward Blackall; his main store, Nos. 39-43 Clark Street, being also under his son's supervision. These various stores transact a business of about half a million dollars annually.

A. H. Blackall, the inaugurator and conductor of these enterprises, was born in Oxfordshire, England, October 24, 1824, and is a son of William and Jane (Seward) Blackall, natives of that shire, as was his great grandfather before him. William Blackall was an English gentleman who was the owner of large landed estates, and was a lineal descendant of a long ancestry of the squirearchy of that county. He died near Oxford. Mr. Blackall received his education in the public and private schools in the vicinity of his native place, but being seized with a desire for emigration, sailed for the United States in 1842, arriving in New York City, where he remained for seven years. During this time he was engaged in various commercial and clerical capacities, and in 1849, came to this city. In that year he commenced the business, a brief history of which has been given, and which he has continued uninterruptedly, save for one week at the time of the great fire. In 1850, he married H. Maria, daughter of John and Ann Taylor, who were natives of Kent, England. By this marriage there are three children now living—Annie Jane, wife of H. Victor Love, now in Japan; Edwafd Seward; and Lillie M., who is well known in the amateur musical circles of Chicago. Mr. Blackall is a member of Blaney Lodge, No. 271, A. F. & A. M., and is also a member of Oriental Consistory, 32°, S. P. R. S., and of St. George's Benevolent Association.

THE BURNING OF CHICAGO.

INTRODUCTORY.

During the thirteen years that have elapsed since Chicago was destroyed by the great fire, numerous persons have devoted time and money to the labor of gathering accurate data for the use of unbiased writers. Among the most active of these is George M. Higginson, who placed the results of his efforts in the form of manuscript statements of eye-witnesses, in the vault of the Chicago Historical Society. Through the courtesy of Secretary Albert D. Hager, access was allowed to those hitherto unpublished documents, many of which are given in the succeeding pages.

Charles C. P. Holden investigated the progress of the fire from the O'Leary barn to the Water Works, noting it step by step, and fixing in an indisputable manner the exact time of its igniting Bateham's mill, Parmelee's stables, the Court House, Wright's stables, and the Water Works. This information was derived from a great number of sources, involving much labor and patience, and the facts are here given for the first time, and are corroborated by a score of interviews.

The records of the investigation by the Commissioners soon after the fire, and the several conflicting statements made at the time, are referred to only when later statements require such notice. In the description of the terrible calamity, it was found expedient to draw freely from such graphic pens as those wielded by Messrs. Colbert, Sheahan, Upton, Chamberlin, Walker, Wilkie, White, and their brothers of the Press, most of whom were eye-witnesses of the scenes they portrayed. What has once been well told is allowed to remain in its original form.

CAUSE OF THE FIRE.—The precise cause of the fire is now a mystery, and must ever remain so, unless the knowledge at present withheld through fear or pride shall hereafter be revealed, as those who may know the cause manifest a decided aversion to the subject. It is difficult to deal with people who can not be made to understand that accident is not crime, even when dreadful results ensue.

Four theories are advanced relative to the origin of the great fire:

First. That Mrs O'Leary visited her cows after dark, carrying a lighted kerosene lamp, which was kicked over by the historic cow, setting fire to the surrounding rubbish. This was the first theory advanced, and the one most tenaciously adhered to; which theory conceded that a vicious cow and a pint of oil were sufficient cause to produce a conflagration that destroyed \$192,000,000 worth of property, at the appalling rate of \$110,000 a minute.

Second. That some of O'Leary's neighbors surreptitiously visited the barn, also with a lighted lamp, for the purpose of obtaining fresh milk to make punch or oyster stew, and met with a vigorous protest from the disturbed cow, which resulted in the conflagration.

Third. That some boys were enjoying a moment of stolen pleasure in the barn, with pipes or cigars, and carelessly let fire fall among the inflammable substances on the floor.

Fourth. That the fire was the deliberate work of an incendiary.

These pages contain the results of a patient and impartial research among the records, and a painstaking examination of living witnesses, but the admission is made, that a satisfactory conclusion as to the origin of the fire has not been reached. Certain points of valuable evidence, however, are here given to the public for the first time. Among these are the following:

The fire started as early as 8:45, instead of 9:30, as has been asserted by nearly all writers.

A woman's scream was heard in or near the O'Leary barn just before the fire broke out, but no evidence is obtainable to prove by whom it was uttered.

A broken kerosene lamp was found in the ruins of the O'Leary barn the day after the fire.

LOCALITY OF THE FIRE.—In order that the reader may have a clear conception of the locale, as well as the magnitude, of the phenomenal conflagrations of October, 1871, a resumé is given of the chief features of the geographical and social facts already recorded.

The official plan of the city recognized that portion lying south of the main river, and east of the South Branch, as the South Division; that lying north of the main river, and east of the North Branch, as the North Division; that lying west of both branches, as the West Division.

The main river penetrated westward from the lake as far as Market Street, and then, with irregular outline, diverged to the northward and southward.

Communication between the several divisions was facilitated by tunnels under the river, and bridges of the pivot style still in use. On the main stream, the easternmost bridge was at Rush Street, the next crossed at State Street, the third at Clark; at LaSalle, a tunnel afforded passage-way for vehicles and foot-passengers; and a bridge crossed at Wells Street. On the South Branch there were bridges at Lake and Randolph streets; a tunnel at Washington Street; bridges at Madison, Adams, VanBuren and Polk streets—the latter being the southernmost destroyed. On the North Branch there were bridges at Kinzie, Indiana and Erie streets and Chicago Avenue—the last named being the only one destroyed on this stream.

WATER AND GAS SUPPLY.—The water supply was distributed from the pumping-works, located near the lake shore, just north of Chicago Avenue. The capacity of the tunnel was fifty-seven million gallons daily. The ordinary consumption was estimated at about twenty-four million gallons a day. There were about two hundred and seventy-five miles of water-pipes laid at the time of the fire.

The gas supply was furnished by two companies. A sketch of the means of distribution will not be inappropriate and is consequently given:

THE CHICAGO GAS LIGHT AND COKE COMPANY was organized in the spring of 1850. In April, work was begun, and by September 4, five miles of mains had been laid, and on that date the city had its first gas light (see page 155, vol. 1). Hugh T. Dickey was the first president, and he continued to serve until 1871. James K. Burtis was the first secretary and treasurer, and held that position

in 1871. The second board of directors was composed of Mark Skinner, Thomas Dyer, Joseph Keen, Jr., William Blair, George Smith, George F. Lee, Eli B. Williams and Jerome Beecher. For a few months, during the absence of Mr. Burtis in the East, W. B. Keen served as secretary and treasurer. William Gentry was the superintendent. The following table shows the growth of the system of mains up to 1871:

Year.	Aggregate number of miles of mains laid.	Year.	Aggregate number of miles of mains laid.
1850.....	5	1861.....	60
1851.....	7	1862.....	47
1852.....	7	1863.....	50
1853.....	13	1864.....	53
1854.....	20	1865.....	55
1855.....	23	1866.....	61
1856.....	29	1867.....	73
1857.....	35	1868.....	89
1858.....	39	1869.....	106
1859.....	48	1870.....	121
1860.....	53	1871.....	135

The apparent reduction of the total number of miles that had been laid in 1862, was occasioned by the sale of the plant on the west side of the river to the People's Gas Light and Coke Company. This plant consisted of thirteen miles of mains. There were, however, laid in 1862, by the original company, fourteen miles of mains.

The first works and the main office of the Chicago Gas Light and Coke Company were located on Monroe Street, near Market. The works were afterward extended through to Adams Street, and the business office was removed, for a time, to the second story of the building No. 146 Lake Street. The original cost of the works was \$105,000. Stock to the extent of \$70,000, and bonds to the amount of \$30,000 were issued. The contractors of the works took nearly \$95,000 of the stock themselves. In 1852, the amount of the bonds was increased to \$50,000. The first year, the company laid in a stock of 400 tons of coal, and in 1871, 72,000 tons. In 1850, the price of gas was \$3.50 a thousand feet. This rate was subsequently reduced; but during the war, when coal was \$13 a ton, it was again increased to \$5.50. One of the war taxation measures was a tax of twenty-five cents a thousand feet on gas, and the companies were obliged to make a sworn statement every month of the amount manufactured. In 1871, the price to consumers was \$3 a thousand feet. The demand had become so great in 1867, that the Chicago Gas Light and Coke Company erected new works on the North Side, on the block bounded by Hawthorne Avenue, Haines, Hobby and Crosby streets. These works, up to 1871, had cost \$300,000. The South Side works were totally destroyed by the great fire, but the North Side works were saved by great exertions.

THE PEOPLE'S GAS LIGHT AND COKE COMPANY, after their purchase of the West Side system of mains, in 1862, built works on West Twenty-second Street, where they still remain. The West Side company was organized as a corporation, but could not float its stock. A. M. Billings and C. K. Garrison, the latter of New York, finally took all the bonds. The company built the works at their own expense, effected a lease of the mains for ninety-nine years, and have ever since been practically the owners of the West Side system. In 1871, there were sixty miles of mains laid and acting as feeders to street lamps and private consumers on the West Side.

FIRE AND POLICE DEPARTMENTS.—The Fire Department consisted of seventeen steam engines, fifty-four hose carts, four hook and ladder trucks, two hose elevators, one fire-escape, eleven alarm bells, and forty-eight thousand feet of hose.

The Police Department comprised four hundred and fifty men, under the general charge of a Board of Police Commissioners.

POPULATION.—The following table shows the population, area, and number of buildings in the city, by divisions, in October, 1871:

	POPULATION.	AREA, ACRES.	BUILDINGS.
North Division	77,758.....	2,533	13,800
South Division	91,417.....	5,393	16,300
West Division.....	165,095	15,104	29,400
Total	334,270	23,030.....	59,500

The total value of property, including that not assessed for taxation, was: North Side, \$89,000,000; South Side, \$340,000,000; West Side, \$191,000,000; total, \$620,000,000.

SCIENCE OF THE FIRE.—In the present condition of human thought, the mind naturally seeks some reason for the unparalleled ferocity of the flames which destroyed, not only Chicago, but vast tracts of timbered country throughout the Northwest, during the summer and fall of 1871. We quote Elias Colbert:

"As a chemical result of this immense burning, we have not less than three million tons of carbonic acid from the city, liberated from its union with other elements, and carried up into the air. Every three pounds of this would take up eight pounds of oxygen, forming eleven pounds of carbonic acid gas. Here we have an addition of twelve million tons of free carbonic acid gas to the quantity already existing in the atmosphere. * * * The quantity of carbonic acid gas normal to the atmosphere at the present day is estimated to be about one part in two thousand; the weight will, therefore, be a little less than twenty thousand million tons. Hence, its proportion in the atmosphere has been increased by about one part in sixteen hundred. The total weight of atmospheric oxygen being a little over nine million tons, its proportion has been decreased to the extent of nearly one part in a million. Accepting Liebig's estimate that the annual consumption of oxygen by the lower animals and by combustion is double the quantity consumed by human beings in breathing, we arrive at the astonishing result that the oxygen taken up by the Northwestern fires was equal to the amount required to supply the consumption of ten months all over the globe." * * *

A recollection of the fact that large quantities of carbonic acid gas were generated by the fire will enable us to understand how very many individuals dropped down dead near the scenes of the conflagration, and were afterward found without the least trace of fire upon their clothing or person. It is demonstrated that eight per cent. of this gas in the atmosphere is fatal to life. It would be generated in fully this proportion in the neighborhood of the flames, and would thence spread slowly through the air, over the whole surface of the earth. The amount of carbonic acid gas evolved by these fires would suffice to saturate the air in the locality to the height of nearly fifty yards from the ground. But other and very important chemical changes were involved in these widespread conflagrations. * * * Every one has read, if he did not himself pass through the horrible experience, how the very air itself seemed full of fire, how the flames seemed to take giant leaps of many hundreds of yards, breaking out in points far away from the scenes of general disaster, and how huge balloons of flames swept through the sky, to descend and break like a burning [water] spout, licking up every vestige of human life and labor from open clearings to which many had fled as to a haven of safety. These undoubted facts have been ascribed to 'electricity'—the agency to which every mystery is generally referred, when we fail to assign any other cause. It is true that electric fires were vividly at work during that terrible turmoil of the elements; for we know that no chemical change can occur without the evolution of electrical energy. But the electricity itself was only a phenomenon resulting from the formation of other chemical compounds than the one above referred to. Immense quantities of water were licked up by the flames both in city and country, and converted into super-heated vapor. At this point, the chemical affinities of its constituent gases for each other were overcome by the omnipresent carbon, three pounds of which combined with every pound weight of hydrogen to form what is known as light carburetted hydrogen, while the released oxygen combined with other portions of carbon to form carbonic acid. This carburetted hydrogen is the terror of the coal miner, forming explosive mixtures with the ordinary air of the coal pit. It is also known as marsh-gas, being produced by the putrefaction of vegetable matter under water and mud. The volume of this gas was largely supplemented in the city by the coal gas that escaped from the retorts and the supply pipes. This was the material that, mingling with the ordinary air, changed it into a perfect atmosphere of fire, through which the intangible flames could leap, like the lightning flash, from one point to another far distant. Here was the substance of those mysterious balloon masses; they were aggregations of this gas which could not burn where they originated, owing to a lack of oxygen, which had been already sucked out from the air by the incandescent carbon. Those masses swept along till they met with a sufficient quantity of fresh oxygen to satisfy their insatiate craving to be reduced back to carbonic acid and water. That condition fulfilled, the change was at once effected, and in the process the devastating flames were kindled afresh in hundreds of places so far removed from the previous locality of the fire, that it seemed as if the havoc could only have been wrought by the torch of the destroying angel. And this hydrogenated atmosphere ministered to the further spread of the devouring element in still another way. The millions of blazing fire brands that were borne mechanically on the wings of the gale would have died out in an ordinary condition of the atmosphere, before they fell. But after the fire had

divorced large quantities of hydrogen from its aqueous matrimony, these brands met with fresh fuel in every yard of their course, and set on fire the hydrogen through which they passed, giving rise to lurid lines of light that resembled the path of a mammoth aërolite. Hence, they bore the death warrant to thousands of structures that would have escaped if they had been evolved by a fire of ordinary magnitude. The burning missiles that fell thick and fast on the crib, two miles out in the lake, proved that they had come through an atmosphere highly charged with carburetted hydrogen. Space will not permit a notice of all the chemical derangements produced by these fires. Among the more important of those not already mentioned, is the formation of considerable quantities of ammonia, by the union of portions of this liberated hydrogen with the highly heated nitrogen of the atmosphere. Much of this ammonia will return to the soil to stimulate the growth of vegetable matter, and repair the waste. But no inconsiderable percentage of the whole united with carbon, to form the carbonates of ammonia, or become oxygenated more slowly, evolving an abundance of nitric acid. The latter gave rise to the peculiar odor experienced after the fire, which was remarked by many as identical with that noticed after a severe thunder storm, and is now known to be due to the formation of nitric acid in the air.

"The relative powers of the atomic and molecular affinities vary with a change in temperature. The chemist takes advantage of this, and fire has always been his most efficient aid in working out his transformations of material substantives. Here, we have the same agent operating on a gigantic scale, the magnitude of which is almost too vast for contemplation. But this power acted equally in obedience to natural law when raging over hundreds of miles, as when manipulated in the chemist's furnace, and assumed the functions of teacher, even when laughing to scorn the puny efforts of man to control it. * * *

"That Chicago was 'favorably' situated and constructed for just such a fire none will deny who remember that she presented a four-mile line of wooden buildings directly along the path of the southwest gales, so common in this region. But the forests *per se* presented no more unfavorable conditions than in years past, yet they, too, were licked up by the all-devouring flames. The approximate cause of the conflagrations is found in the fact that the country was unusually dry. One and a half inches of rain fell in Chicago on the 3d of July, but from that date to the time of the fire, on the 9th of October, only two and a half inches fell, whereas the quantity falling in that line had averaged eight and three-quarter inches in former years. The rainfall of the summer season was only twenty-eight and one-half per cent of the average in Chicago; while in the lumber districts it was fully twenty per cent less than even this parsimonious allowance from the clouds. Meanwhile, a hot summer's sun had dried out every particle of the 'water of crystallization,' as the chemists will perhaps pardon us for calling it, and left the whole as dry as so much tinder. All that it wanted was an opportunity to burn, and that want was soon supplied."

Mr. Colbert's statement of the actual rainfall during the summer, or from July 3 to October 9, a period of exactly fourteen weeks, is undoubtedly correct, although published reports by the meteorological bureau of the War Department make even a less encouraging showing. Local scientific observations, probably, recorded the minutest dashes of moisture, and by that method aggregated two and one-half inches of rainfall. The only mention of rain, by one-hundredths of an inch, preserved in the weather reports appeared as follows: July 3, 1.5 inches; August 23, .29 inch; August 28, .54 inch; August 29, .04 inch; August 30, .01 inch; September 5, "threatening," but no rain reported; September 14, .36 inch; September 15, .05 inch; September 28, .11 inch. No further mention is made until Tuesday, October 9, at about eleven p. m. This shows but 1.4 inches, exclusive of the fall of July 3. The humidity of the atmosphere, however, is not shown, but the exact measurement is scarcely required, in view of the insufficiency thereof.

DEFECTIVE CONSTRUCTION OF THE CITY.—The allusion to the favorable conditions which might induce a disastrous fire, calls for more than passing comment. Chicago was then built as if to invite its destruction in this manner. On the 10th of September, the Chicago Tribune contained a pungent editorial on this subject, which will be found relevant. Let the fact be borne in

mind that this article was written a month before the fire.

"Chicago, as we are all persuaded in our secret hearts and as we sometimes venture to hint in our more confidential moods, has some things to be proud of. So conscious are we of our merits, and so confident of our superiority over all other places, both in the Old World and the New, that we can estimate at their true value the carping criticism and envious jibes of peripatetic letter-writers, who profess to find in us something of the spirit of self-glorification and something of that overweening sense of our own excellence, which assumed that we have nothing to learn from the experience and the ways of older communities. It is well enough for them whose growth has been slow, and whose development has been gradual, to talk of *ars longa*; it is only for us to remember the other half of the rusty old adage, that life is short, and to do what we do quickly, persuaded that, if only a thing is done at all, it is necessarily done well because we do it. If our buildings sometimes tumble down over our heads, because we run up walls, a hundred feet or more in height, of a single brick's thickness; if our magnificent cornices sometimes come rattling down into the street in a high wind, because their seemingly beautiful stone carvings are only ingeniously molded and skillfully painted sheet-iron; if our stately Gothic church-towers sometimes topple over, or depart from the perpendicular, because they are tin only, and not the massive stone they are meant to represent; if our marble fronts are sometimes only thin veneers, so chamfered as to cheat the eye into believing that they rest upon solid blocks; if on these fronts we stick figure heads of stucco, or soft stone, in places where, neither in the heavens above nor in the earth beneath, there can be found any reason for putting them at all, or any reason whatever even for the existence of such effigies; if we mix up Ionic and Corinthian, Renaissance and Elizabethan, in inextricable confusion, their lines of beauty and of strength preserved in everlasting pine and shingle-nail and putty—in doing these and a hundred other things like them quite as shocking, when judged by any true standard in art or science, we hug ourselves with a comfortable feeling of self-complaisance, and rejoice, and possibly boast, that if we have not got the real thing itself—if we are sure we know what that is—we have got, at least, the semblance of it. And the worst of it is, we are growing content with that semblance. The dispensation of veneering, of sheet-iron, of pine planks, of stucco, of the meretricious in architecture and the false in art, seems of late to be becoming the established order, and if so be that we can achieve the outside appearance of some respectable reality, we are quite indifferent to the fact that the thing itself is only a sham and a cheat, a snare and a lie. Whether it is that sudden prosperity has debauched us, this is not the spirit that distinguished the Chicago of a few years ago. * * * But where is that spirit now? Has it all run to shams and shingles?"

The same newspaper, in its issue of October 9, 1872, editorially expresses its opinion of the cause of the extent of the fire and the celerity of its movement, as follows:

"The experience of this and other cities have driven the civic authorities to establish fire limits, which, at the time of the fire, began on the South Side, at the foot of Twenty-second Street, and ran to State, on State to Twelfth, thence to Clark, thence to Van Buren, thence to LaSalle, thence to Adams, and thence to the South Branch. On the West Side, they embraced the territory south of Lake, east of Halsted to Madison, and east of Clinton, between Madison and Van Buren. On the North Side, they covered all south of Illinois Street, and one hundred feet on each side of Wells and the streets east of it, nearly or quite up to Chicago Avenue. Small in extent as this territory was, it had been secured with difficulty, and against the opposition of those who thought more of immediate profits than of future security. One-half of the buildings within this area were of wood. As Lazarus sat at the gate of Dives, so decaying wooden shanties and tenements, filled with the most degraded and reckless members of the community, stood immediately against iron and marble palaces. Rows of wooden rookeries confronted immense business blocks, or lurked in their rear. Coal and lumber yards lined both banks of the river, and frame houses, either in patches or dotted around like sentinels, and always preserving a means of communicating fire from one side to another of the fire limits, abounded. The law was constantly violated, wooden buildings were improved contrary to law, and the cupidity of individuals put at defiance the officers of the law, who, in their turn, seemed to fear the unpopularity which a strict enforcement of civic regulations might have brought upon them. A man who received a large rent for a wooden building was unable to see why he should replace it with a more substantial structure, even though by retaining the old one he menaced the property and even the life of others. Generous to

excess in giving, the citizens of Chicago often fought too hard against even salutary measures, when they apparently lessened their receipts. * * * The peculiar geographical position of Chicago intensified the dangers growing out of its defective construction. It lay upon a flat prairie, open to the winds from whatever quarter they might come. Those which come from the lake are generally wet, and hardly more than once in the history of Chicago had a fire moved from east to west. Those from the west, and especially the southwest, were hot and dry, and before they reached the substantial buildings within the fire limits, they had extracted all the moisture from acres of frames, and left them as dry as tinder. The business quarter of the city was on the wrong side of the city, if it were to be located with special reference to its protection from fire. But that is a matter which settles itself and does not depend upon men. The location of the business portion of Chicago, as well as the greatness of the city, arose chiefly from natural causes, and while it is in this one respect unfortunate that the best buildings should be where they are, it is inevitable. Thus these wooden buildings, dried by southwesterly gales, lay on the weak side of the structures embraced in the fire limits, overlapping and outflanking them at both extremities and penetrating them at all points between those extremities. * * * Chicago, then, had for years been exposed to a destructive fire. All that was required was the concurrence of certain circumstances, which, separately, were constantly occurring—a long-continued dry season; a fire starting from the buildings on the West Side; a negligent or worn out Fire Department, and a gale of wind strong enough to carry the firebrands across the South Branch and the river. On the 9th of October they happened together."

Of the destructive power of the fire, Hon. William B. Ogden, in a letter to a member of his family, briefly but very succinctly says:

"The reason that buildings, men, or anything did not withstand the torments of fire without utter destruction, is explained by the fact that the fire was accompanied by the fiercest tornado of wind ever known to blow here, and it acted like a perfect blow-pipe, driving the brilliant blaze hundreds of feet with so perfect a combustion that it consumed the smoke, and its heat was so great that fire-proof buildings sunk before it, almost as readily as wood."

FIRES DURING THE PREVIOUS WEEK.—During this long period of drought, when the country lay sweltering in the sun and gasping in the shade; when cyclones raged with dreadful destructiveness through the south and southwest; when the pineries of the Northwest were disappearing in a flood of flame; when human nature seemed to have reached the limit of endurance, and hundreds were stricken with fatal sunstrokes,—the city was trembling with apprehension lest fire should sweep it from the earth. Evil-minded creatures, bent on plunder, skulked in by-ways and laid blazing refuse in combustible places. Property owners were alert. All feared, as with a foreboding of what was destined to come, the starting of even necessary fires. And yet, in spite of the existing danger, there were many careless persons, who heeded no word of warning—the irresponsible crowd that curses every community, and looks with indifferent or jealous eye on the possessions of the more fortunate. During the week preceding the great fire, there were many alarms. For comparative reference these are cited:

About two o'clock in the afternoon of Saturday, September 30, 1871, fire was discovered in the building known as the Burlington Warehouse "A," situated on Sixteenth Street, near the corner of State; a large brick structure used for storage purposes, and extending one hundred and sixty-five feet on Sixteenth Street, with a depth of one hundred and thirty-three feet, running back to the track of the Chicago, Burlington & Quincy Railroad. The warehouse was built in 1864, by R. McCabe, and was subsequently purchased from him by Sturges & Co., who used it as a wool and general receiving depot. At the time of the fire it was owned by Samuel M. Nickerson, president of the First National Bank, and leased to S. W. Allerton, as a warehouse. The building was valued at \$50,000. In the basement were stored large quantities of whiskies, highwines, syrups and empty barrels. The first floor contained sugars, machinery, groceries and general goods. On the second floor was an immense quantity of broom-corn, and on that and the third floor were piled a large number of agricultural imple-

ments and other machines, stoves, castings and hardware. The fire originated in the broom-corn, midway of the building in all directions, and spread with irresistible rapidity. A man named Charles Stearns, who was employed in the building, perished in the flames. Owing to the persistent labor of the firemen, the loss was confined to this building, the adjoining property—Warehouse "B" and Burlington Hall—suffering only from water and smoke. The value of stock in store and of the building was estimated at over \$638,000. The loss on building and contents was supposed to be covered by insurance to the extent of about \$350,000. How much of this was ultimately recovered, it is now impossible to say. After the destruction of the Post-office building, the Federal offices were removed to Burlington Hall, making this an historic structure. The fire in the warehouse was supposed to have been incendiary.

On Sunday, October 1, a new double brick residence, Nos. 1437 and 1439 Prairie Avenue was accidentally set on fire by boys who were playing in the vicinity. The Department succeeded in confining the loss to the site of its origin. The building was not fully completed, and was owned by Michael Mortimore. An incipient blaze in the roof of the North-Western Railway freight office, corner of Meagher and Jefferson streets, caused considerable alarm, about three o'clock Sunday afternoon, October 1, but did little damage. The cause was supposed to have been a spark let fall by a careless tinner who was repairing the roof. A fire on Holt Street, the same day, was produced by children playing with matches—damage, nominal. Still another alarm was sounded from the corner of Market and Kinzie streets, on Sunday, about nine p. m. A defective chimney was the cause.

Monday morning, October 2, fire destroyed a carpenter shop in the rear of a row of brick buildings, Nos. 175 to 185 inclusive, on Twenty-first Street. This row, valued at \$12,000, and owned by J. W. Jennings, was burned: Nos. 259, 261 and 263 Burnside Street, and several small buildings in the vicinity, were also burned. The loss was estimated at \$45,000. It was attributed to malicious persons. A fire ruined considerable property in Rice & Jackson's building, Nos. 97 and 99 West Randolph, Monday afternoon. Several frame buildings were destroyed on Coolidge Street and Sampson Street, Monday afternoon. A box factory owned by Ray & Whitney, on West Twelfth Street, near the river, was burned on Monday night. A small fire occurred on Ashland Avenue, near Mill Street, Monday afternoon.

The fires on Tuesday, October 3, were: On West Taylor Street; attributed to an incendiary. Eight frame dwellings, several straw stacks, and numerous outbuildings were burned. The fire began at No. 578, and spread in all directions. On Deering Street; frame cottage, No. 130; cause, defective chimney. On Ashland Avenue; St. John's Church, on the corner of Smith Street; cause, a careless tinner at work on the roof. On Pleasant Street; frame cottage, No. 34; cause, defective chimney. On Butterfield Street; frame cottage, No. 80; cause unknown. On Indiana Street; three-story frame, No. 117; cause unknown.

Wednesday, October 4, there were three fires reported: On Illinois Street; cottage, No. 29; cause unknown. On the roof of the Honoré Block; discovered by Captain Bullwinkle, and quickly extinguished. On Barber Street; cottage, No. 10; caused by defective flue.

Thursday, October 5, there were four fires reported: On Indiana Street; dwelling, No. 85; cause, exploded kerosene lamp. On State Street; dwelling, No. 605; supposed cause, incendiarism. On Twentieth Street; sheds adjoining Nos. 237 and 239; cause, carelessness in handling grease in a smoke-house. On John Street; barn attached to No. 11; two horses were burned.

Friday, October 6, five alarms were sounded. A defective chimney at No. 132 Madison Street. Sparks from a chimney at the European Hotel, on the corner of State and Lake streets. A mysterious fire in a freight car, on the Michigan Southern track, near Twelfth Street. A defective chimney at No. 9 Eleventh Street. A mysterious fire—possibly spontaneous combustion—among rags and papers in the basement of No. 561 South Canal Street.

This record is given to show why the Fire Department was in an exhausted condition at the time of the great calamity. Unceasing vigilance was demanded, and the endurance of the men was taxed to its utmost limit.

THE FIRE OF SATURDAY, OCTOBER 7.

In the appalling glare of the Great Conflagration, which began Sunday night, the lesser fire of Saturday night, October 7, 1871, is almost forgotten. Hence it is natural that the historians of the great fire, should

find but slight subject for thought in the preliminary disaster.

The fire of Saturday night struck consternation to the hearts of those who witnessed it. Never, in the history of the city, had its parallel in possible results been seen. Not that the locality was one of extraordinary value, or rich in architectural beauty; but the region was one peculiarly suited to the inception of a fire which, in the existing state of drought, might sweep Chicago from the face of the earth.

Some time between ten and eleven o'clock, on Saturday night—the exact minute is not remembered—an alarm of fire was sounded from Box No. 248, summoning the Fire Department to No. 209 South Canal Street. It was discovered that a fire was raging in the boiler-room of Lull & Holmes's planing mill, and threatened communication with adjacent buildings. The mill stood near the center of the block, on the west side of the street, and was sixty by one hundred feet in dimensions; two stories high, and built of brick. No cause could be assigned for the fire, but the inflammable nature of the materials in and about the building resulted in the rapid development of the flames. Almost before the firemen reached the spot, the mill and contents were consumed. It is believed by many that the origin was of an incendiary character.

In the rear of the planing mill, to the west, was a paper-box factory owned by John H. Foster. North of the planing mill, was a two-story frame dwelling, and north of that was another frame building occupied as a dwelling and saloon. At Nos. 189-191 were the Excelsior Vinegar Works, owned by F. Weigle. The greater portion of the block was filled with lumber, sheds, out-buildings, and dwelling houses—a row of the latter running along VanBuren Street, fronting the south. These were not destroyed that night; the south line of the fire on Block 52 being about one-fourth the width of the block north of VanBuren, or near the line between Lots 211 and 213.

The progress of the fire, up to that time, was unparalleled in rapidity. A strong wind was blowing from the south, and drove the flames with terrific force upon the wooden buildings on the north. At the same time the combustible nature of the buildings and materials on the west facilitated the spread of the fire in that direction, and in an incredibly short time the northern three-quarters of the square was a mass of darting, roaring flames.

The wind suddenly veered into the southwest, changing the direction of the fiery torrents. In less than twenty minutes from the discovery of the fire, the area between Jackson and Adams streets and Clinton Street and the river was ablaze.

The east side of South Canal, between Jackson and VanBuren, was occupied as follows: No. 190, the Union Wagon Works, E. F. Flood, proprietor; Nos. 212 and 214, frame tenements, owned by John Sheriffs & Son; Nos. 216 and 218, John Sheriffs & Son's lumber yard, on which was piled 3,000,000 feet of lumber; and in the southeastern part of the block, and along the southern line, Chapin & Foss had piled about 4,000,000 feet of lumber. A portion of this was not burned, which explains the narrow line of unburned territory, facing VanBuren Street. Extensive coal and wood yards occupied most of the space between the river and Canal Street, except as already specified. Among the larger dealers were B. Holbrook, Lamon & Cornish, and W. E. Johnson, agent for the Wilmington Coal Company. The Pittsburgh, Fort Wayne & Chicago Railroad tracks traversed the lots east of Canal Street, and reached to

the passenger and freight depots, south of Madison Street. The company's blacksmith shop occupied No. 176. The National Elevator, owned by Vincent, Nelson & Co., stood on the site of their present elevator, south of Adams-street bridge. On the northwest corner of Canal and Adams stood a small hut, occupied by an old woman; and beyond that were the sheds and coach-yard of the railroad, in the latter of which were the usual number of cars.

An iron viaduct spanned the tracks from Canal Street to the bridge, along Adams Street, and a wooden swing bridge stood at the spot now occupied by the iron bridge.

Along the Clinton-street line of the fire, from south to north, were: Holtslander & Randall's box, blind and sash factory, who also owned a lot of materials piled north of their building; the fire-truck house, belonging to the city, on the corner of Jackson; from the northeast corner of Jackson, were a row of half a dozen frame dwellings, four of which belonged to Mr. Watson and two to C. B. Farwell. Jackson Street, between Clinton and Canal, was filled with tenements of a cheap character.

The fire reached the Adams-street viaduct, and the passage-way became barred by a lurid wall. The draught sucked the flames, with fearful velocity, under the viaduct, which lapped with eager tongues all combustible materials upon the viaduct or near it. The Adams and United States express companies lost their freight-sheds and contents, which stood on the northeast corner of Adams and Canal streets.

At this point in the progress of the flames, the destruction of the Pittsburgh & Fort Wayne Railway freight and passenger depots, together with a large number of coaches, seemed inevitable. But by the demolition of the outstanding sheds, the great disaster was averted. The labor was performed by citizens, the Fire Department being unable to reach the spot in time, without deserting other stations, which were threatened with no less danger. The little building on the northeast corner of Canal and Adams streets, was burned, and the poor woman who lived there lost nearly all of her worldly possessions, and barely made her escape by the aid of brave citizens.

While the men were battling so successfully between Canal Street and the river, north of Adams Street, the firemen were having a hard contest on the south line of Adams, west of Canal, extending almost to Clinton.

A dozen leads of hose—all that could be worked to advantage—were brought into the street, and floods of water were poured into the blazing pile. Inch by inch these heroic firemen fought for mastery, in the midst of intense heat. Their courage was magnificent. While spectators, hundreds of feet further away, covered before the blinding drift of glowing cinders, the pipemen stood their ground within a rod of the fiery tempest, now and then withdrawing a few paces to recover breath and strength, but only that they might return refreshed to the charge and attack the flames more manfully than before. They could not hope to extinguish the fire in the region south of Adams Street, but they did succeed in confining it to that area. This was the grand pitched-battle of the occasion, and deserves to be signalized as an event worthy of record in the annals of the Fire Department. As this narrative continues, and the period of the fire of Sunday night is reached, the reader will be asked to recall what is here stated. The actions of the firemen and citizens along the line of this conflagration was the most important service rendered during the ordeal. It was not accident, nor extraneous

influence, that checked the fire here, but calm, deliberate, intelligent heroism; and to those heroes Chicago owes eternal gratitude.

It was shortly after midnight that this contest for supremacy occurred. Perhaps it was because there were several vacant lots in the burning block that the struggle terminated as it did. At all events, the buildings on the north side of the street were saved.

It is remarked that a saloon stood on the northwest corner of Canal and Adams streets, kept by Daniel W. Quirk. When he became convinced that his place must go, he threw open his bar to the people, and invited them to free use of his stock of liquors and cigars. Hundreds of men availed themselves of this opportunity to slake their thirst. Among them were many who carried portable fire-extinguishers, and, in return for the bountiful supplies donated by the saloon-keeper, who was engaged in saving some few of his household goods, these firemen directed their miniature engines on the saloon walls. Undoubtedly this lavish use of chemically-charged waters saved the corner and contiguous buildings from destruction.

The wind carried the fire diagonally across the burning block, and it was only by back-setting that the northwestern portion was ignited. A section, sixty by one hundred and twenty-eight feet on the southeast corner of Clinton and Adams streets, was left standing.

One of the most noticeable freaks of the fire, was the escape of Vincent, Nelson & Co.'s elevator, which stood on Block 70, south of the bridge, near the river. The structure was on fire several times, but did not burn, being reserved for destruction the next night.

It is a source of regret that the circumstances and conditions of this preliminary fire were such, that detailed statements concerning it is almost impracticable. No fire that had visited Chicago up to that time progressed so rapidly, consumed so entirely, or was attended by so many obstacles in the way of description at the time. It was almost impossible to ascertain the exact value of property destroyed, and the amount of insurance covering the same.

It is believed that property valued at \$750,000 was destroyed, upon which there was an insurance of two-thirds of that sum; but the events of the succeeding twenty-four hours, not only rendered it impossible to conclusively settle this point, but also effected an almost total loss of what was burned, through the failure of many of the insurance companies that wrote the policies.

The Chicago Tribune of Sunday, October 8,—the last issue before the office was destroyed—contained one of the best descriptions of the scene now accessible, a portion of which is as follows:

"Only a few minutes elapsed after the striking of the alarm before the flames were seen sweeping to the sky, and the lurid light that illuminated the horizon, grew more and more powerful, casting its brilliant rays in every direction, bringing out, in bold relief, the fronts of the buildings which faced it from all quarters. The wind, seeming to rise as the flames did, set from the southwest, carrying with it, in its onward rush streams of sparks, cinders, and partially-burned pieces of wood, which covered the sky with dazzling spangles, sweeping northeastward like a flight of meteors, but falling steadily, in a fiery shower of rain, over that broad area embraced between the river, the South Branch, Wells Street, and Jackson Street; the lighter ones going far over on the North Division, while the heavier and more dangerous ones fell before they reached that point. They dropped with great force to the ground, to the occasional danger of the foot-passengers, and the scaring of horses, and showered upon roofs of buildings, inspiring constant fears that other conflagrations would break out, and that a terribly broad area would be covered by the flames, and put it out of the power of the engines to combat them.

"Late as it was, the splendor of the flames and the wonderful

brilliance of the sky were such as to attract enormous crowds from every quarter. The densely-populated section of the West Division lying near the fire would have, of itself, been sufficient to choke up the surrounding streets with an impassable crowd; but, as the fire showed no signs of abating, they came from greater and greater distances, forcing their way down Clinton Street, in the center of which, near Adams, were half a dozen isolated street-cars, utterly unable to get back to their stables. The crowd made its way down Jackson, near where the fire began, and stopped there, caring nothing for the smoldering ruins which lay beyond that point. * * * At first, the concourse was all from the West Side; but, as time passed on, they began to come from across the water, until the blazing viaduct and the police made Adams-street bridge impassable. Then they swept in a solid mass over Madison-street bridge, meeting, as they crossed, the returning stream of those who had satisfied their curiosity or who felt it undesirable to stay there after twelve o'clock. The bridge and the approach on Madison Street were covered with men and women—alone and together—who found there a favorable point for watching the flames, while they were generally out of range of the falling cinders. The viaduct on Adams Street, with its blazing wood-work, stood out in bold relief, and beyond and underneath it, nothing but a wild whirlwind of flames, obscured, for a moment, by bursts of smoke, but re-appearing the next, with added brilliancy. The fire, burning down close to the river, and impelled eastward by the wind, seemed to one on the bridge, to have almost reached across the water, and to have partially consumed that, as well as the more combustible material on which it was really feeding. Above the sound of the conflagration occasionally rose the scream of the engines, or the thunder of falling beams and tumbling houses. The sharp smell of smoke filled the air with its oppressive odor.

"On the west side of Clinton Street, from Jackson to Adams, were the relics of the household goods of the people who had been living on the east side of the street; sometimes piled on drays or wagons, but generally piled upon the sidewalk, after the adjoining houses had proved too small to hold them. Their frayed and dilapidated condition testified to the haste with which they had been carried away. On, around and among them were their unfortunate possessors, who were awakened from their slumbers to flee for their lives.

"The spectators who were near Jackson Street could look, eastward, across a weltering sea of fire, through which, black and desolate, ran Jackson Street, like some road-cutting through the infernal regions. From wrecks of buildings, from rapidly consuming lumber piles, and more slowly but more steadily burning coal-heaps, rose thousands of jets of flame, whirling up with them pillars of smoke, through which loomed the buildings along the river, or the slender masts and blazing rigging of some vessel in the river. So grand and so novel was the spectacle, that those poor men and women who stood shelterless did not wail and moan, and hug their babies to their breasts, as is the usual custom of such calamities, but stood, in dazed and dumb amazement, staring straight before them. They did not stop to see what they had lost, or what few trifles had been saved, but watched, as if in admiration, the fearful, fascinating scene.

"Further north on the street, the efforts of the firemen and the eastward tendency of the wind had preserved the houses facing west on Clinton Street—the southern ones being mere shells, but the condition improving as one went northward. The buildings were all much scorched, however, and rendered uninhabitable by fire and water. But though these sombre and forbidding-looking tenements generally barred the view, yet, through alleys and occasional breaks in the buildings, one could get a glimpse into the furnace which lay beyond, as if one were gazing into the portals of hell."

The effects of this fire were so strangely contradictory that one is led to pause before drawing a conclusion. Had the firemen labored less strenuously, there is no doubt the West Side would have suffered, possibly as far north as the city limits. Had this ensued, who can say the fire would have been confined to that Division? It might have crossed into the South and North sides, thereby hastening the greater calamity. On the other hand, it is possible that, had no such strain been made upon the Department Saturday night, the firemen could have successfully combated the DeKoven-street blaze, thus preventing its spread. But speculation is idle now.

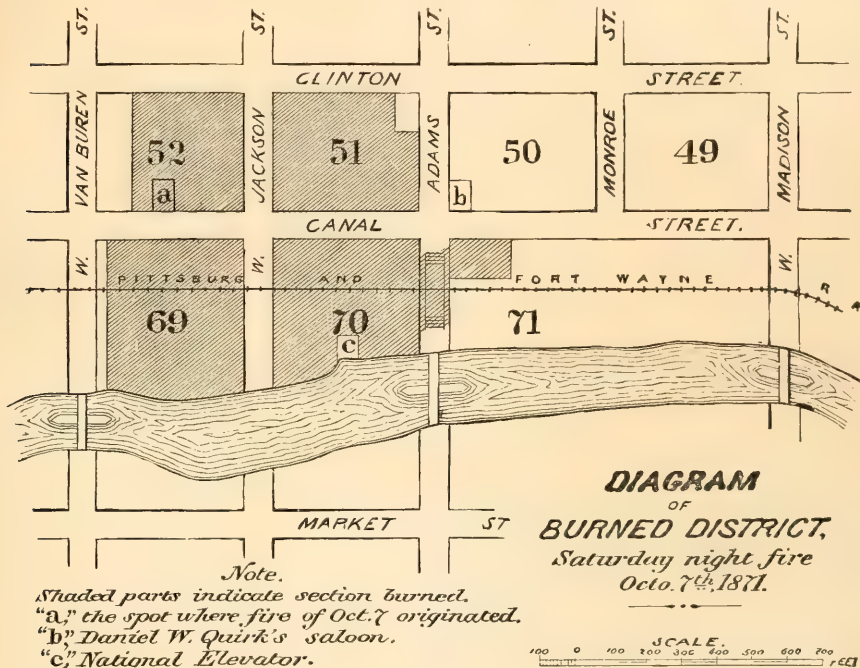
The pathetic side of this fire has never been given the vital touch of personal narrative. From among the

hundreds of experiences, one is selected that tells, in simple form, the grief of a broken life; it is the humble story of J. Develin, and is given in his own words:

"Previous to the fire of 1871, I lived on West Jackson Street, near Clinton. I occupied a two-story house, which I had lived in from the time it was built, in the spring of 1857; and, although I did not own the property, I had paid more for it, in rent,

pair of rather old buckskin boots. My nervous system was completely unstrung with the fright consequent upon my then state of mind, and bad health followed, so that my ambition was entirely destroyed. I have been comparatively a pauper ever since."

All night, and far into the day, the Department struggled to extinguish the smoldering fires. The burning coal heaps and more enduring debris continued to



Note.

Shaded parts indicate section burned.
"a," the spot where fire of Oct. 7 originated.
"b," Daniel W. Quirk's saloon.
"c," National Elevator.

than the whole thing was worth. At the time of the fire, we happened not to have a servant, and my wife was not only quite alone, but was suffering from a swollen ankle. We had no family, and I was employed in business down in the city. This was on Saturday evening, the night before the great conflagration. My house was fully furnished, and contained many pieces of costly, if not elegant, furniture. I had also about three hundred volumes of well-selected books, mostly English publications. My wife was a careful, saving woman, and much attached to reading and home comforts. She had saved a little money, and was her own banker. She had been for some years gathering and holding on to gold and silver, specie being then scarce. I myself had, on that day, in the inside pocket of a vest, the same being in a bureau drawer, \$825 in currency (all bills of large denomination), with the intention of depositing the sum in bank immediately. In all, we had between us, in cash, on that fatal day, not less than \$2,300, and our furniture and clothing cost about \$2,700. This to us would have been quite a heavy loss, but—oh, horror of horrors!—when I reached what I supposed to be my home, about ten o'clock that evening, I could not get within half a block of where my home had stood, and my wife was nowhere to be found. As soon as it was daylight on the following morning, I and a few friends gathered up the charred remains of my poor wife—a mere handful of burned bones. The coroner was summoned, and all there was left me in this world was the contents of a small wooden box, which I had the melancholy satisfaction of taking to the place of Mr. Wright, the undertaker, on Madison Street, near LaSalle, for interment on the following day. It is needless to say that on that day, not only Wright's place, but the entire city was swept out of existence, so that I was even deprived of the poor bones of my beloved wife. This was my share of the blaze of 1871. At that time I was sixty-three years of age, and was left on the sidewalk, with a thin rag of a summer coat and a

emit gases and fitful puffs of flame during Sunday. The firemen, exhausted with their efforts, gladly heard their superiors order a relief.

The thousands of citizens who witnessed the grand but terrifying spectacle went home, and those poor victims of the night's destructive event sought shelter where they could. Throughout the city there was felt a sense of gratitude at deliverance from evil, but under the outward show of easiness lurked the premonition of some terrible disaster.

THE GREAT CONFLAGRATION.

About fifteen minutes before nine o'clock on the evening of Sunday, October 8, 1871, fire was discovered in a barn on the rear of lot No. 137 DeKoven Street. The property was owned by Patrick O'Leary. The barn was constructed of wood, sixteen by twenty feet in size, and fourteen feet in height. The exact spot may be found by drawing a line from the northeast corner of the block bounded on the south by DeKoven and on the west by Jefferson, making the eastern end of the line touch the northeast corner of said lot, on the north alley. One hundred and seventy-five feet from the street corner, along this line, will mark the precise site of the incipient blaze.

The barn contained several cows, a calf and a horse, all belonging to the O'Leary family. Mrs. O'Leary was engaged in the business of supplying milk to neighboring families. There was the usual litter about the place, peculiar to a crowded and indifferently-kept stable. The upper portion of the building had recently been filled with hay. The long-continued drought rendered the barn and all adjacent buildings especially susceptible to combustion, and the hazard was increased by the masses of dry refuse scattered through the alley on the north. High wooden fences ran from the barn to sheds on contiguous lots, which afforded easy means of communicating flames. If an incendiary were to seek for a suitable place and time for the perpetration of his crime, he could hope for no more favorable conditions than those which prevailed on the night of October 8, in the vicinity of DeKoven and Jefferson streets. Nature had withheld her accustomed measures of prevention, and man had added to the peril by recklessness.

Who first discovered the fire is not positively known. Several persons saw it at about the same moment. The first to reach the spot was Dennis Sullivan, who happened to be sitting in front of his own house, nearly opposite the O'Leary place.

Before organized resistance was made, the fire had extended to adjoining sheds, barns and dwellings toward the north and northeast, consuming its way from the center of the block toward the streets in those directions, with terrific rapidity, and within thirty minutes, was beyond the control of the Fire Department.



O'LEARY'S BARN.

THE ORIGIN OF THE FIRE must ever remain a mystery, although nothing that may be written will annul the effects of the first assertions concerning it, and which has been given credence in numerous books and documents. For all time, the legend of Mrs. O'Leary's cow will be accepted. While the city was still enveloped in flames, some now-forgotten tongue declared that Mrs. O'Leary was engaged in milking a cow, when the unruly animal kicked over a lighted lamp, and so ignited the straw and refuse on the barn floor. This story was sent throughout the world, and men unhesi-

tatingly accepted it as the correct explanation. Humorists delineated the scene, and trafficked in the work of their illustrative talents.

But even the existence of the spot upon which the alleged lamp stood, the finding of a broken lamp in the ruins, and the evidence of reputable citizens that Mrs. O'Leary really illuminated her humble home with kerosene, are not sufficient to save the theory from discredit. There is no proof that Mrs. O'Leary is responsible for the fire. An official investigation of the disaster resulted in no definitive conclusion. Some fifty witnesses were interrogated, and, from among the number, half-a-dozen, perhaps, gave testimony which bore directly on the subject. Taking these in their proper sequence, it is learned

That Dennis Sullivan discovered the fire at about 9:30 p. m.*; that the O'Leary family was then in bed; that Mrs. O'Leary was in the habit of milking her cows not later than five o'clock p. m.; that a family named McLaughlin lived in the O'Leary house, and was enjoying a social party in honor of the arrival of a relative from Ireland; that this family indulged in the use of beer, but had no whisky or milk punch; that none of the McLaughlins visited the barn that evening for the purpose of obtaining milk; and, in substance, that not one word of evidence was adduced before the commissioners to prove how or by whom the fire originated.

Of course many persons asserted their opinions on the subject, refusing to believe the evidence, and professing to hold so light an estimate on the veracity of the witnesses as to practically charge them with bearing false testimony; but the evidence must stand as conclusive until, by confession of some one who has retained hidden knowledge, the truth is made known.

It is possible that some petty pilferer entered the barn; it is possible that some member of the McLaughlin family did attempt to procure milk, and met with an accident, causing the fire; but it does not seem at all probable that Mrs. O'Leary, who was then suffering from a wounded foot, would leave her bed and go into the barn at nine o'clock to do work which she was accustomed to do at an earlier hour. The fact that she was in bed at half-past eight, while her tenants were in the first stages of social pleasure, shows that she was not on such intimate terms with them as to justify the belief that she inconvenienced herself to supply them with milk.

Michael McDermott obtained affidavits relative to this matter, during the month of October, 1871. As nothing can be given in more authentic form or worthy of greater credence, although Mrs. O'Leary is still alive, those documents are quoted:

"On Sunday last (October 15), I made my way to the O'Leary house, yet standing, and there, at No. 137 DeKoven Street, on the east half of Lot 12, in Block 38, School Section Addition to Chicago, found Dennis Sullivan, of No. 134, and Dennis Rogan, of No. 112, both of DeKoven Street. There and then I took the annexed affidavits. The parties have been known to me personally, for several years, as of irreproachable character.

"Patrick O'Leary and Catharine, his wife, being duly sworn, before me, testify that they live at No. 137 DeKoven Street, and own the lot and house in which they live; they had five cows, a horse and wagon, on all of which they had not one cent of insurance. She milked her cows at 4:30 p. m. and 5 a. m., as Mrs. O'Leary peddled her milk. Mrs. O'Leary fed the horse beside the fence at about 7 o'clock p. m., and then put him in the barn. She had no lighted lamp in the house or barn that evening

* Mr. Sullivan's statement before the commissioners places the time at about 9:30. He now says, "about nine o'clock."

"Patrick O'Leary testifies that he was not in the barn during that day or night; left the feeding of the cows and horse to his wife and daughter; that both were in bed when awakened by Dennis Rogan, of No. 112 DeKoven; that they have lost their barn, cows, horse and wagon.

"Subscribed and sworn to before me, this 15th day of October, 1871.

his
"PATRICK O'LEARY.
mark.

her
"CATHARINE O'LEARY.
mark.

"MICHAEL McDERMOTT,

"Notary Public for Chicago and City Surveyor."

"Dennis Sullivan, being duly sworn before me, testifies that he was at Patrick O'Leary's house, No. 137 DeKoven Street, on Sunday night, the 8th of October, 1871, from about 8:30 to 9 o'clock at night, during which time Mr. O'Leary and wife were in bed; that he went a few lots east of O'Leary's, on the opposite side of DeKoven Street, until about half-past nine o'clock, when he saw the fire. He went across the street, and cried 'Fire, fire,' and went into O'Leary's barn, where he found the hay in the loft on fire. He then attempted to cut loose the horse and cows, but failed to save anything but a half-burned calf. He then came to O'Leary's and found them out of bed. Dennis Rogan alarmed them during his time at the barn.

"Subscribed and sworn to before me, this 15th day of October, 1871.

his
"DENNIS SULLIVAN.
mark.

"MICHAEL McDERMOTT,

"Notary Public for Chicago and City Surveyor."

The official inquiry into the origin of the fire was begun November 23, 1871, under the direction of the Board of Police and Fire Commissioners; the investigation lasted several days, and naturally produced a mass of irrelevant matter. The essential points are preserved in this record.

Mrs. O'Leary testified that she and her family—her husband and five children—were in bed, but *not asleep*, on that Sunday night. They knew nothing of the fire until Mr. Sullivan, a drayman, who lives on the south side of DeKoven Street, *awoke** them, and said their barn was on fire. She took a look at the barn, and saw that it could not be saved. She became almost crazy on account of losing all her property—barn, wagons, harness, six cows and a horse—and was very much excited. There were three barns—two besides her own—on fire at the same time. A family named McLaughlin lived in the same house with her, and she understood that they were having a "social time" on that Sunday night; that they had an oyster supper; and a Mrs. White had told her that one of the family went into the barn to milk one of the cows. She herself had no knowledge of it, and could not say whether it was true or not.

Catharine McLaughlin, who lived in the front part of O'Leary's house, testified that no member of her family went to the barn that night to obtain milk for punch. She knew nothing about the origin of the fire. Some young people were celebrating the arrival of a cousin from Ireland that evening, but all were in the house when the fire broke out.

Patrick O'Leary swore that his wife was in bed by eight o'clock, and he followed her about half an hour later. He was asleep when Sullivan aroused him; had he been awake, he might have saved his cows.

Dennis Rogan, of No. 112 DeKoven Street, testified that he was at the O'Leary house about half past eight Sunday evening. Mr. and Mrs. O'Leary were in bed. Rogan inquired why they had gone to bed so early, and Mrs. O'Leary replied that it was because she had a "sore foot." Rogan went home, and to bed. Some time after nine o'clock he heard a neighbor say that the O'Leary barn was on fire, and ran there. He tried to save a wagon that was in the barn, but could not. The heat drove him away. There was company at McLaughlin's, and one was a "fiddler," and Rogan heard music there at the time of the fire. He thought it was fifteen minutes after the fire was discovered before the engines arrived on the spot.

Charles Anderson, foreman of the "American" hose company, testified that he was the first to get a stream of water on the fire.

He drew his supply from a plug, and played upon the barn. In five minutes, from twenty to thirty buildings were on fire.*

William Misham, foreman of the "Little Giant" engine, testified that he heard the alarm, struck 342, but paid no attention to the number, and went directly to the spot where he saw the fire, and took a plug at the corner of Jefferson and DeKoven streets. Laying his hose up the passageway on O'Leary's lot, running north from DeKoven Street, he worked upon the fire until eleven o'clock, at which time he was ordered to go to the river at the foot of Taylor Street.

After a protracted investigation, during which fifty-one witnesses were examined, and all possible theories advanced concerning the origin of the fire and the causes which led to its irresistible spread, the Board of Police and Fire Commissioners submitted the following report:

"The Board find that the fire originated in a two-story barn in the rear of No. 137 DeKoven Street, the premises being owned by Patrick O'Leary. The fire was first discovered by a drayman by the name of Daniel [Dennis] Sullivan, who saw it while sitting on the sidewalk on the south side of DeKoven Street, and nearly opposite O'Leary's premises. He fixes the time at not more than twenty or twenty-five minutes past nine o'clock when he first noticed the flames coming out of the barn. There is no proof that any person had been in the barn after nightfall that evening. Whether it originated from a spark blown from a chimney on that windy night, or was set on fire by human agency, we are unable to determine. Mr. O'Leary and all his family prove to have been in bed and asleep at the time. There was a small party in the front part of O'Leary's house, which was occupied by Mr. McLaughlin and wife. But we fail to find any evidence that anybody from McLaughlin's part of the house went near the barn that night.

"The first information received by the Fire Department came from the alarm struck in the fire-alarm office at 9:30.* The alarm sounded Box No. 342, at the corner of Canalport Avenue and Halsted Street, a point in the direction of the fire, but a mile beyond it. *There was no signal given from any box to the central office* † but the box was given by Mathias Schaffer, from the Court-house cupola, he being the night watchman on duty at the time, and having sighted the fire. *There was no signal given from anybody*, † until after the Fire Department had arrived and turned in the second and third alarms. If any person set the fire, either by accident or design, he was careful not to give the alarm. The nearest engine-house was six blocks from the fire; the next nearest one was nine blocks away. The nearest hose-house was located eleven blocks from the fire; and, at this hose-house, the watchman had seen the fire before the alarm was given from the Court House, and the company were on their way to the fire before the box was struck.

"In consequence of this early sighting of the fire, the hose company—the "America"—went eleven blocks, and attached their hose to the fire plug and got water on the fire before any engine did, although two engines were located considerably nearer the fire. It would require five minutes for the nearest engine to go to the fire, a distance of six blocks. From three to five minutes more would be required in which to unreeel and lay out the hose, make the connection with the plug, and go to work. Intelligent citizens, who lived near the place of the fire, testify that it was from ten to fifteen minutes from the time that they first saw the fire before any engine came upon the ground. It is proved that the engines repaired to the fire, after getting the alarm, with the usual celerity. When they arrived there from three to five buildings were fiercely burning. The fire must have been burning from ten to fifteen minutes; and, with the wind then blowing strongly from the southwest, and carrying the fire from building to building in a neighborhood composed wholly of dry wooden buildings, with wood shavings piled in every barn and under every house, the fire had got under too great headway for the engines called out by the first alarm to be able to subdue it.

"Fire Marshal Williams and Third Assistant Marshal Benner arrived upon the ground soon after the engines, and Marshal Williams immediately ordered the second, and, soon afterward, the third, alarm to be turned in; but these only called the distant engines, and many valuable minutes elapsed before they could reach the fire and get to work; and, before this could be accomplished, the strong wind had scattered the fire into the many buildings, all as dry as tinder, and spread it over so large an area that the whole Department, although working with their utmost energy, were unable to cut it off or prevent the wind, which soon became a gale, from carrying burning shingles and brands over their heads, and

* The discrepancy in this statement is not commented on by the commissioners, and must have been regarded (if it was noticed at all) as a lapsus linguae, or an "Irish bull."

* This statement is in redible. No. 6 engine sent the first stream, and had been at work at least fifteen minutes before the "America" arrived.

† Laid affidavit of B. H. Goll hereinafter given.

setting on fire buildings far away from the main fire. After it got into the high church, at the corner of Clinton and Mather streets, and thence to the match factory and Bateham's planing mills and lumber, it was beyond the control of the Fire Department.

"About this time it crossed the river between VanBuren and Adams streets, by means of flying brands, and set fire to Powell's roofing establishment, adjoining the gas works. But, by this time, the watchman in the Court-house cupola had twice extinguished fire, which had caught from brands carried by the wind into the Court-house balcony from the West Side, a distance of a mile. At eleven o'clock, the keeper of the crib of the lake tunnel—two miles from the shore and three miles from the fire—found the sky full of sparks and burning brands; and from 11:30 till morning, he testified, he worked with all his might to prevent the wooden roof of the crib from burning up and destroying himself and wife.

"From Powell's roofing establishment the progress of the fire was rapid and terrific, sweeping everything in its course. The engines had all been working on the West Side; and they could not reel-up six hundred feet of hose each, and cross the river, and get to work soon enough to prevent it spreading, literally, on the wings of the wind. Blowing up buildings in the face of the wind was tried, but without any benefit. The Court House and the Water Works, though a mile apart, were burning at the same time. Gunpowder was used in blowing up buildings, with good effect, the next day, in cutting off the fire at the extreme south end of it, and preventing it backing any further.

"After the Water Works burned, the firemen could do little good with their engines, except on the banks of the river. They had lost seven thousand five hundred feet of hose and one steam fire engine. Two more engines had been in the repair shops, and were partially destroyed, so that, after eleven o'clock on Sunday night, there were but fourteen engines in service, and, after daybreak, only one-half of our horses remained. This would not admit of an engine conveying water very far from the river.

"The firemen and their officers were sober, and did all that men could do. They worked heroically to save the property of others, when their own houses were burning and their families fleeing from the flames. A large part of the Department had worked on Saturday night, and Sunday until 3 p. m.—eighteen hours' steady work,—and they were nearly exhausted when this fire commenced; but they responded to the call with alacrity and worked with all their remaining energy.

"We believe that had the buildings on the West Side, where the fire commenced, been built of brick or stone, with safe roofings (the buildings need not have been fire-proof) the fire could have been stopped without great danger, and certainly would not have crossed the river. After it did cross, the wooden cornices, wooden signs of large size, the cupolas, and the tar and felt roofs, which were on most of the best buildings, caused their speedy destruction, and aided greatly in spreading the conflagration.

"The single set of pumping works, upon which the salvation of the city depended, were roofed with wood, had no appliance by which water could be raised to the roof in case of fire, and was one of the earliest buildings to burn in the North Division.

"The Board of Police have, year by year, in annual reports to the Mayor and Common Council, endeavored to point out the great defects of the manner in which our city was being built up. We advised and entreated before such an immense amount of combustibles was piled around the heart of the city. We reported man-sard and tar roofs to be unsafe; that the water supply was insufficient; that our fire hydrants were twice too far apart; that we ought to have Fire Department cisterns at the intersections of the streets, so that we should always have water at fires; that we ought to have floating fire engines, with powerful pumps, in the river, to enable the firemen to wet down fifteen hundred feet on either side of the river or its branches; that wooden cornices were an abomination; that the Holly system of pumping the water and sending it through the pipes, with a pressure of forty pounds on ordinary occasions, with power to increase it to one hundred pounds in case of fire, would give us four sets of pumping works in different parts of the city, and not leave us to the mercy of chance, or accident, with a single set. We showed that the four sets of *floating works* could be built for less than one year's interest on the cost of the present Water Works, and, when built, would admit of the dispensing with every engine in the Fire Department where the water was in the street, allowing us to get rid of most of the horses and all the engines of the Department, and to reduce the number of men one-half—saving two-thirds of the expense of the Fire Department, and making it as efficient as it would be with one hundred steam fire engines. None of these things was noticed by the mayor, the Common Council, or the newspapers. No heed being paid to our suggestions, so far as any improvement of our plan of extinguishing fires was concerned, the only thing we could do was to ask for an increase of the engine companies, in order that we might be prepared, as well as possible, to contend with the great fires to which we were and are still liable. Our engines have al-

ways been too few in number and too far apart. The Fire Department should be very much enlarged, or the system of putting out fires by steam engines be abandoned. If the citizens do not believe this now, they will after the next great fire sweeps out of existence the greater portion of the wooden city which now remains.

"If we had had floating steam pumps of large capacity in the South Branch, the fire would not, probably, have crossed to the South Side. If we had had cisterns in the street, there could have been saved all of the North Division, north of Chicago Avenue and west of Clark Street, and all of the southeast part now included in the burnt district of the South Division.

"Evidence was given of money having been paid by citizens to some of our firemen, but we can find no evidence that any of them worked during the fire with any idea of receiving any pay or consideration for their labor upon any property. The money paid was merely a testimonial of respect for the firemen, and an acknowledgment, in a substantial form, of services rendered by the firemen, many of whom had imperiled their lives to save the property of citizens, and lost their own homes while doing so. No money was paid them until weeks after the fire, and its receipt was a surprise to the firemen who got it.

"The Fire Department received all the aid from firemen of nearly every city, far and near, that could be rendered. They came with their apparatus, and worked with a will, and placed us all under a load of obligations which we can never repay.

"The area burned over by the fire is about two thousand one hundred and fifty acres, distributed through the three divisions as follows: About one hundred and sixty acres in the West Division, nearly five hundred acres in the South Division, and upwards of fourteen hundred acres in the North Division. The total loss of property burned is estimated at about \$200,000,000. The number of buildings burned is between seventeen thousand and eighteen thousand. The number of lives lost at the fire is supposed to have been about two hundred, although the coroner has as yet found but one hundred and seventeen bodies in the ruins."

This report was signed by Commissioners Thomas B. Brown, Mark Sheridan and Frederick W. Gund.

There are several statements, based upon testimony, which are now shown to be erroneous. The main purpose of the report appears to have been the exoneration of the Fire Department from responsibility; although the most important fact—the exhaustion of the force from overwork—is lightly touched upon. The Press, and the earlier writers on the subject of the fire, openly accused the firemen, and especially the officers of the Department, of incompetency, and, as an allusion in the report shows, of bribery. Calmer judgment discerns the injustice of these charges, although impartiality forces one into saying that "some one blundered." The delay in sending an alarm is the most reprehensible feature of this great disaster, and the error in judgment which located the fire, after it had been going about forty-three minutes, a mile beyond its actual site, was a fatal mistake.

The foregoing report states that Sullivan saw the fire "not later than twenty-five minutes past nine," but this testimony, while tending to exonerate the watchman in the Court House, is contravened by later and trustworthy statements. The fire crossed the river, to the South Side, at 11:30, first igniting Franklin Parmelee's stables, instead of Powell's roofing works; and it is not true, in the sense employed, that the Court House and Water Works were "burning at the same time." The former building was on fire as early as one o'clock, while the latter took fire at 3:20. The declaration that the "America" threw the first stream on the fire is incorrect, as will be shown. The report appears to be little more than an attempt to quiet the too loud expressions of dissatisfaction with the Department.

Hoping to discover more conclusive evidence concerning the origin and the moment of the outbreaking of the fire, many months were devoted to such investigation. The work was materially aided by Charles C. P. Holden, who at about the same time was preparing an authentic history of that particular incident in the great event, at the request of the Chicago Historical

Society. Mr. Holden generously placed the results of his labors at our disposal, and from among the numerous interviews had by him the following are quoted or condensed.

ACTION OF THE FIRE DEPARTMENT.—William J. Brown, night operator of the fire-alarm telegraph in the Court-house tower on the night of the fire, informed the collaborator that he was on duty during the evening in question. He and his sister were in the office, which was in the third story of the building, facing south. Soon after nine o'clock they noticed a light in the southwest, but thought it was a re-kindling of the coal-piles in the ruins of the previous night's fire. Some time passed. Mr. Brown then went to the window, and noticed that the light was greatly increased. He called his sister's attention to the fact, and they decided that it was a new fire. Still no alarm was called by the watchman above them in the tower, nor was any box pulled from the outside. The suspense of this silence and inaction became almost unendurable, for with each passing moment the observing operators grew firmer in their conviction that a fire of considerable magnitude was progressing unimpeded. At last the alarm call came down from the watchman in the tower, instructing Brown to ring Box 342, located on the corner of Canal-port Avenue and Halsted Street. The alarm was sounded at 9:32 p. m. Mr. Brown states that, in his opinion, the fire began as early as nine o'clock; basing his belief on the fact that he witnessed the light several minutes before the alarm was given, and that the fire must have been going several minutes before it was even visible to him.

E. B. CHANDLER, who was superintendent of the Fire-alarm Telegraph at the period of the disaster, informs the writer, that

"No box was pulled for the fire of October 8, 1871. The Court-house tower watchman saw the light and notified the alarm operator as to which box was, in his judgment, nearest the fire. As the light increased, the watchman urged that a second and third alarm should follow. This suggestion was acted upon by the operator."

This statement would show that persons living near the scene of the fire, who gave the local alarm, made no general effort to secure the aid of the Department. The still alarm sent to No. 6 was about seventeen minutes earlier than the first public alarm from the Court-house tower.

This conflicts with the statement made by Marshal Williams, who says that he ordered an alarm sent in. It is, however, immaterial, since a second and a general alarm were sent from the tower, either with or without calls from the officials on the spot.

MATHIAS SCHAEFFER, the watchman in the tower, says that it was 9:28 p. m., when he first discovered the light of the fire. Observing it through his spy-glass, he located the scene near the corner of Canalport Avenue and Halsted Street, and rang up the night operator, signaling him to give Box 342. Brown struck the alarm. A short time after that, Schaeffer called to Brown, and told him the fire was not so far off; but as the engines would have to pass the spot, it was decided not to send a different alarm, as that might cause confusion. Mr. Schaeffer declares that he was constantly on the lookout, and that the fire must have originated about the time he first saw it. The error made by Mr. Schaeffer consisted in not sounding a correct alarm, when his mistake was discovered by himself. Had he done so, several engines not in service under the call of 342 would have been brought out.

There are several discrepancies between the statements of Brown and Schaeffer, and those already given before the investigating committee. It was also stated before the committee that several boxes were rung during the first half hour, but Mr. Chandler and Mr. Brown do not now say so.

The discrepancy between Schaeffer's statement as to the minute of his calling Brown—9:28—and Brown's statement as to the time he struck the alarm—9:32—is difficult to account for. The evidence of Michael W. Conway, David M. Hyland, and Maurice W. Shay confirm Schaeffer's statement.

WILLIAM MUSHAM, first assistant marshal and department inspector, was foreman of "Little Giant" No. 6, at the time of the fire. His statement, taken in June, 1884, is as follows: No. 6 was nearly disabled from overwork during the week preceding the fire, and especially because of their labors at the conflagration of Saturday night. All of the men were not present when the alarm was given on Sunday night. At fifteen minutes past nine p. m., October 8, a still alarm was received, and in two and a half minutes the engine was in position at the corner of DeKoven and Jefferson streets. With John Campion, assistant, they laid a line through Patrick O'Leary's lot, and sent a stream directly on the fire. At that time there were two barns and three sheds in flames (viz., at 9:17½). A second line was quickly laid from the same engine, but so rapidly did the fire spread and so inflammable were the materials on which it fed, that they were unable to suppress it. For more than thirty minutes this engine battled alone. Mr. Musham says: "It was too much for us. The fire spread and got into the cottages east of O'Leary's, crossed the alley, and pushed its way into the buildings fronting north on Taylor Street. Aside from what we did, little or nothing was done at this critical period; and about the time the fire reached the buildings fronting on Taylor Street a severe breeze sprang up, increasing the peril. After a long time, No. 5 made its appearance, but did nothing to aid us in keeping the fire where it should have been kept—that is, south of Taylor Street. Later on, No. 5 did good work; but the fire had then crossed Taylor and gone northward, and was beyond control. When No. 5 reached the spot it was disabled, and could effect nothing at first. No. 6 worked splendidly. When we took out the single-line there was so much propelling power that one man could not hold the pipe; and when the second stream was thrown the force was still sufficient. Had the alarm, which came so late, been correctly given, the probabilities are that the fire would have been of short duration, for the call would have brought to the ground, within six minutes, three first-class engines, the 'R. A. Williams' No. 17, the 'John B. Rice' No. 10, and the 'Chicago' No. 5. But as it was, No. 6 was left by itself. It did the best it could, but the fire had too much the start when we reached the ground." Mr. Musham thinks the fire must have been burning from nine o'clock. He also says, with a commendable degree of professional pride, that the Department should have one act of justice done—being accredited with exhaustion from long-continued vigilance at previous fires. Much of the apparatus was out of repair, and many of the companies were but half-manned at the moment of alarm. The records in these pages sustain Mr. Musham's plea, so far as facts are concerned.

ASSISTANT MARSHAL JOHN CAMPION, chief of the Fifth Battalion, was assistant foreman of "Little Giant" Company No. 6, located at the corner of Maxwell and Canal streets, at the time of the fire. His recollections of the opening scenes of that event are given as he related them to us:

"A still alarm was sent the company by their man on watch, and the engine was quickly placed in position, on the corner of DeKoven and Jefferson streets. When they reached the fire it was under such fierce headway that the region was illuminated almost as brightly as if by daylight. A line of hose was speedily run through the O'Leary lot, or the one adjoining it, and a stream sent into the fire, which by that time had spread over five sheds and barns. The engine did splendid service, but the company was short-handed, from exhaustion at previous fires, and there was no one but Foreman Musham and himself to do the pipe-work. Had there been other engines on the ground, to co-operate with No. 6 at this moment, the fire might have been confined to the block in which it originated. One thousand dollars would have paid all losses thereby. The fire gained headway, and No. 6 put a second stream on the blazing sheds. The men were obliged to call for such aid as could be obtained, in carrying and holding their hose and pipes. Mr. Campion says the still alarm was given about 9:20, and the engine began work about 9:24. It was more than half an hour after that when he noticed any other company on the ground; and when assistance arrived, the fire was beyond control. The alarm first received from the Court-house tower was for Box 342, which was nearly a mile from the fire. Through this mistake two of the best engines in the service were left in their houses until the general alarm was sounded. Had the right number been called, these splendid companies would have been at work within six minutes from the receipt of the alarm. No. 5 reached the scene first after No. 6, but was disabled and did no work until the flames had crossed Taylor Street. Then came Nos. 15, 9, 2 and 13, but

too late to prevent the spread of the fire. These companies did not belong in the district, and were expected only on a second alarm, although Nos. 2, 9 and 15 started on the first call, being in the district in which Box 342 was located. When they discovered the mistake in the call, they continued to the actual fire, because of the intensity of the light." Mr. Campion gives it as his opinion that the fire began as early as nine o'clock.

CHRISTIAN SCHIMMELS, foreman of "Chicago" Company, No. 5, at the time of the fire, now says that he had been on continuous duty with his company for seventy-two hours, and was nearly blind from the effects of smoke and cinders. He had just sent his watchman, Mr. Mix, to the lookout, when the alarm was sounded from the Court House, calling Box 342. No. 5 was located on Jefferson, just north of VanBuren Street. They started at once, going west on VanBuren to Halsted, and had turned south, when they discovered that the alarm had been incorrectly given. They saw the fire near DeKoven Street. They went through Taylor to Jefferson, and took the plug at Forquer and Taylor streets. Their pipemen stood about one hundred feet east of Jefferson, on the south side of Taylor, where five buildings facing Taylor Street were on fire. With a full head of steam, a stream was sent upon these buildings, and effective work was begun. They thought the fire would be of short duration, and confined their operations to south of Taylor. No. 6 was playing a heavy stream in and around the barns and sheds on O'Leary's, Dalton's and Forbes's lots, and, to some extent, on the burning materials north of the alley and in the rear of the buildings fronting north on Taylor Street. No. 5 was but fairly started when it became disabled. Schimmels ran to the machine, and found the fireman drawing the fire from the box. This proceeding he ordered stopped, but when the engineer had succeeded in putting the engine in repair, there was no steam. The men tore up the sidewalk and took boards from the fence near by to use as quick fuel, and when the engine was once more running, the supply of coal gave out. They were compelled to send to the engine-house for coal. The delay proved fatal, for the fire had crossed to the north side of Taylor Street during the interval. When No. 5 first took position, this company and No. 6 held the key to the situation. The latter did good work, though laboring under the disadvantage of being behind the fire; still, having plenty of water, it did as effective work as was possible under the circumstances. No. 5, however, was at a point to command the fire, and the suppression of the flames really depended upon it. But at the critical moment, disaster came to them. No. 2 did nothing of importance. Through these fatal mishaps the fire was permitted to get away from them. Mr. Schimmels says he was in fine position, with apparent control of the enemy, by 9:35. He thinks the fire had been going about twenty minutes when No. 5 reached there. He confirms the statements made by others relative to the condition of the men and the grave error made in sounding Box 342.

MICHAEL W. CONWAY, chief of the Third Battalion, was a member of Christian Schimmels's Company, No. 5. For about seventy-two hours prior to the fire he had been constantly on active duty. He was at home, doctoring his eyes, which were affected by heat and smoke, when the alarm came. He joined his company, however, and went to the spot. No. 6 was already on the ground, and had done all in its power, although working at a disadvantage, being behind the fire. No. 5 broke down at the critical moment, and No. 2 effected little or nothing. From observations made at the time, Mr. Conway is of the opinion that the fire commenced at or about nine o'clock. As there was no alarm given until 9:28, and then for Box 342, some of the best engines in the Department were not brought to the ground until the flames had passed beyond control. Had the alarm been properly sounded, even at that late moment, it would have called such engines as "R. A. Williams," "Little Giant," "Chicago," and "John B. Rice," and they would have made short work. As it was, one engine held the ground until the fire had grown to such proportions as to defy human agencies; and even this one came out on its own call.

DAVID B. KENYON, acting chief of the First Battalion, was a member of Schimmels's Company, No. 5, at the time of the fire. He corroborates the statements made by the other members. He rode on the hose-truck to the corner of Jackson and Clinton streets; thence south to Van Buren, west to Halsted, and along that street, south, to Taylor. Then they discovered where the fire really was. They turned east on Taylor to Jefferson, and took position. Their engine came up soon after, and was attached to the plug at the corner of Forquer and Jefferson. Hose was strung to a point on Taylor east of Jefferson, the fire being then south of Taylor, though burning in a lively manner on the front of the buildings facing north. A stream was sent on those buildings, but soon ceased, through the disability of the engine. Before the machine was repaired, the fire had crossed Taylor Street, and was beyond control. The wind increased in velocity, sending burning materials far in advance. New fires were thus kindled. The church

on the northwest corner of Clinton and Mather streets was in flames while the main fire was yet four blocks away. Had it not been for the breaking down of No. 5, Mr. Kenyon asserts, the fire would have been checked south of Taylor Street. He believes that the fire started about nine o'clock.

HENRY V. COLEMAN, engineer on No. 24, but at that time holding the same station on No. 5, says: At about twenty minutes past nine, on the fateful night, some one on the outside cried "Fire!" From the door the light appeared very bright in the northeast, and they all thought the fire was over in the heart of the city. They started at once. The driver drove north to Jackson and then to Clinton. Mr. Coleman cried out to him to stop, as they were going in the wrong direction. They turned and proceeded into Clinton, and finally to the corner of Forquer and Jefferson streets. He says they drove west on VanBuren to Halsted, south on Halsted to Taylor, east on Taylor to Jefferson, and then to their destination. A line of hose was laid to a position on Taylor. The moment steam was turned on, the pressure burst the hose. This accident they attempted to repair by tying blankets around the defective places and by laying heavy planks on the same. This expedient proved utterly useless. No. 5, therefore, accomplished nothing until another supply of hose had been obtained. By that time, the fire had crossed Taylor Street, and was beyond control. However, this engine did some brave work, even before leaving this plug. Mr. Coleman thinks they were about fifteen minutes in getting from their house to the position at Forquer Street; that when they arrived the flames were still south of Taylor Street, and that during the unavoidable delay the fire moved northward. Mr. Coleman also says that it has been his impression from the first, caused by information obtained from people living in the immediate vicinity of the original fire, and from other sources, that the blaze commenced before nine o'clock.

MAURICE W. SHAY, chief of the First Brigade, was foreman of "Titworth" Company, No. 13, at the time of the fire. About ten minutes past nine o'clock, on the evening of the 8th, he perceived the light of the flames, and called the attention of his men to it; but they thought it the re-kindling of the Saturday night's fire. Their house was at No. 97 Dearborn Street and was surrounded by large blocks.* The light became so intense that Mr. Shay was convinced of the breaking out of another fire. No alarm came, however, until some fifteen minutes had elapsed, and then the call indicated Box 342, and did not include his company. When the third alarm was sounded, Shay took his engine to near the corner of Ewing and Jefferson streets, and there received water from the "John B. Rice." The fire was then beyond control of the men. Shay worked on the Jefferson Street front. The fire was confined to the territory east of that street, and several buildings on the east side of Jefferson, south of Harrison, were saved. When No. 13 arrived at the scene of disaster, the air was seemingly full of burning cinders from materials caught up soon after the flames crossed Taylor Street. The breeze grew into a hurricane and carried large pieces of flooring and other light materials through the air, setting fire to points far in advance. The Department was entirely unable to cope with this phase of the conflagration. Mr. Shay says that had the alarm been correctly sounded, even at the late hour when it was rung, it would have called together the engines "R. A. Williams," "John B. Rice," "Little Giant" and "Chicago," which would have been a strong force. When the "John B. Rice" did arrive, the company worked on the west side of the fire, instead of on the more essential point—the east side. Mr. Shay thinks that the fire began at or before nine o'clock.

ROBERT A. WILLIAMS, at that time fire marshal, says that the first alarm was given about 9:15 by his clock. He was in his wagon in one minute, and drove rapidly to the corner of Taylor and Desplaines street. The "America" Hose Company was then attached to the plug at that point, and was leading up to the fire on the south side of Taylor Street. He immediately ordered his foreman to turn on a second alarm, the man going four blocks for that purpose. Within nine minutes of the sounding of the first, the second alarm was given. This period includes the time consumed by the marshal in reaching the fire, he having come a distance of two miles. Before the engines had responded to the second call, a policeman informed Marshal Williams that the church at the corner of Clinton and Mather streets was on fire. He set the first three engines that then arrived at work on the church and adjoining property, and succeeded in confining the limits there until the church was entirely consumed. He then ordered two of those engines to change the locality of their hose and endeavor to check the progress of the original fire. Before they had time to do so, however, he discovered that Bateham's mills on Canal Street, north of Mather, were on fire. He countermanded his order, and directed those engines to work on the mills. These were large wooden structures, surrounded by combustible materials. A match

* This house was less favorably located for observing the fire than the Court-house tower, although Mr. Shay saw the light about eighteen minutes before Mr. Schaffer.

factory stood at the rear of the shingle mill. The wind was fierce, carrying burning brands far out over the city to the lake beyond. Concerning the origin of the fire, Mr. Williams says: "Had the alarm been given from the proper box, late as it was, it would have given me two more engines, the 'Williams' and the 'Rice,' two of the best in the Department. Had either of them been on the ground, as No. 5 was, Chicago would not have had the great fire at that time. No. 5 was disabled, and did nothing to stay the progress of the fire before it had crossed Taylor Street." No. 5 suffered a second misfortune in the loss of her entire lead of hose, pipe and all. There were not fifty feet of surplus hose on that fearful night. Even then the marshal was compelled to use short pieces, in order to make a reel for each company. During the seven days prior to October 8, there were twenty-eight fires in the city, some of them being extensive. In consequence of this extraordinary service, not only were the men exhausted, but the machinery itself needed careful attention. The Department was not in the good condition required to meet such an emergency as that of October 8. The supply of hose was short, and much of that in use was in a bad state. As one account asserts, it may be that the delay in the case of No. 5 was attributable, to a certain degree, to defective hose. It is certain that the accident at this vital moment was due to natural causes. After the fire had crossed Taylor Street, and had found lodgment among the wooden buildings which filled that block, the destroying element became the master, and nothing could hold it back. Surely the machinery at command could not do so. Mr. Williams further states that he had made requisition, from time to time, for a better supply of hose, and had also asked for a steamer to ply up and down the river, with six or eight pumps to run out in case of peril to the water front, and with pumps of adequate power to throw those streams to the roofs of the highest buildings; but the authorities had neglected to provide such a floating fire engine, and had cut down his requisition for hose.

DENNIS J. SWENIE, now (June, 1885) chief fire marshal of Chicago, states that at the time of the fire he was foreman of Engine Company No. 14, located at No. 38 East Chicago Avenue. When he was notified of the fire, his watch indicated 9:25 p. m. How long it had then been burning, he was unable to say, but as the region of the fire was bright with flames, it must have been going some time. The first alarm struck was for Box 342, three and a half miles from No. 14's station, and therefore not in its district. But when the general alarm was turned in, No. 14 took position in front of Bateham's mill, on Canal street, south of Harrison. Foreman Swenie placed one line of hose in the yard, and another line outside, between the mill and church and match factory. He held this position for more than half an hour. When forced to change, No. 14 made a short hold at Canal and Harrison, but did no service there, being obliged to go to Canal and VanBuren.

DAVID M. HYLAND, a member of "R. A. Williams" Company No. 17, located at No. 80 West Lake Street, near Clinton, says that about 9:27 they had a still alarm from their lookout, and their company was at once in readiness to respond. Hyland took his seat with the driver. At that moment the alarm came from the Court House for Box 342, which was outside of their district. They unhitched their horses. Meanwhile, the light was plainly visible, and indicated a large fire. They awaited orders before proceeding out of their district: and when the second alarm came, they found the flames beyond the control of the Department. Taylor Street was a mass of fire. Mr. Hyland observed: "We belonged to the district where the fire really was, but owing to the call being wrongly given, we did not reach the scene of the conflagration until it was too late to do any good. Had we got there in time, the fire would never have crossed Taylor Street, for we had one of the best engines in the city."

WILLIAM MULLER, who was foreman of No. 15 at that time, located near the corner of May and Twenty-second streets, says: When the alarm for Box 342 came his company was at once ready, that number being in his district. They were off instantly. Upon reaching Canalport Avenue they discovered that the alarm had been incorrectly given, and, as they saw a bright light ahead, they made no stop, although not included in the district where the fire really was. Within eighteen minutes from the time of leaving their house they were in position at the corner of Taylor and Desplaines streets. Their force was only partially filled, and those who were on the engine were exhausted with previous work. They strung their hose down Taylor to a point east of Jefferson, and played on the fire south of Taylor, but it was too late. The flames had crossed Taylor, and appeared to take everything before them. The many streams thrown on the fire instantly disappeared as steam. The wind was terrible, tearing blazing boards from the buildings, and carrying them through the air with fierce velocity. These brands ignited everything with which they came in contact. The church on the northeast corner of Clinton and Mather streets, five blocks from DeKoven Street, was soon in flames.

LEO MEYERS, chief of the Seventh Battalion, was foreman of "Tessapet" Hose Company at the time of the fire. He says, when the call for Box 342 came, about 9:30, he started. In five minutes he had reached the corner of Clinton and Taylor, because he disregarded the false signal, and speedily unreeled his hose. Engine No. 2 arrived at nearly the same time, but they were slow in getting into shape. He is very positive that the fire would not have crossed Taylor Street if No. 2 had been able to attack it at once. No. 6 was behind the fire, but was throwing plenty of water in the vicinity of the alley and the O'Leary barn. No. 5 had become disabled just at the most critical juncture. Mr. Meyers gives it as his opinion that the fire might have been subdued if the alarm had been correctly sounded, even at the time it was given, because several of the best engines could have arrived in six minutes. He also corroborates the statements of other men regarding the exhausted condition of the firemen. He was on the ground at 9:33, and from the appearance of the flames, he thinks they must have been burning fully half an hour when he reached there. Mr. Meyers sums the situation up in a brief line when he says, "From the beginning of that fatal fire everything went wrong."

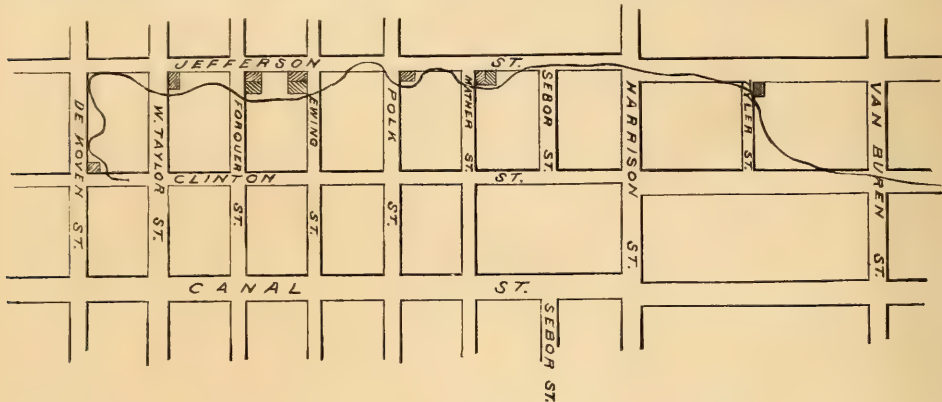
CHARLES S. PETRIE, assistant fire marshal and secretary of the Department, states to us that he was then engineer of Company No. 3, located at the corner of Chicago Avenue and May Street. His engine was in the shop for repairs, and his company was nearly exhausted with constant work in the service for several days previous to October 8. He had gone to bed on the night referred to. His captain, who was in the tower of the engine house, called to the men and told them there was a fire. Mr. Petrie hastily dressed, and went out on the street. He looked at his watch, which then marked 9:12. The light increased, and they waited anxiously for an alarm. When the second call was made, he got upon the truck, and proceeded to the scene, which was reached about 9:45. They stopped at the corner of Forquer and Jefferson streets, where No. 5 was then stationed, although doing nothing, being disabled. The fire had not crossed Taylor Street, although the heat was plainly discernible on the fronts of the houses on the north side of that street. The men were tearing up the sidewalk, and making fuel with which to feed No. 5. The fire had crossed Taylor Street before No. 5 was ready for action. Petrie furnished that engine with additional hose from his truck. He took one section, and began work on the rear of a building on the corner of Taylor and Jefferson streets; and also on another building setting back into the lot. He aided in starting a second short line from No. 5, playing on the property at the southeast corner of Forquer and Jefferson, where he got in behind the buildings. No. 5 was then working well. The stoker of the engine told him she was shut down ten minutes. A still alarm was sent No. 5 at 9:10. Mr. Petrie is of opinion that the fire began not later than nine o'clock.

The foregoing testimony of members of the Fire Department establishes these points: The fire must have originated by nine o'clock or before; the flames had gained sufficient brilliancy to illuminate the heavens half an hour before an alarm was sounded; the error in sounding Box 342 prevented at least four of the best engines, located in the district, taking part in the work; accident deprived No. 5 of the power to render efficient service at the critical moment; a terrific wind spread the flames through a highly combustible region; exhaustion from overwork rendered the men unfit for hard and long-continued labor; and the loss of hose and injury to machinery, caused by previous fires, crippled the Department. It has been asserted that the engines were not judiciously posted on their arrival at the scene, but the fact is plain that the fire had assumed insuperable dimensions long before the greater number of engines arrived. It is easier to discover errors after they are committed than to avoid them in the excitement of a great peril.

TIME OF THE BEGINNING OF THE FIRE.—Turning from the official management of this struggle with adverse forces, we present the statements of citizens who witnessed the fire in its early stages, with a view to establishing accurately the moment at which it originated:

JAMES E. DALTON resided at No. 135 DeKoven Street, at the time of the fire. His cottage was a one-story frame building, and stood next to Patrick O'Leary's on the east. Mr. Dalton says

that O'Leary had two small cottages, one immediately behind the other, though practically attached. The two were thirty-six feet north and south, the front being nearly on the street building line. There was a space of about forty feet between the north end and the barn, used as a "back yard." Dalton's cottage set back from the street, leaving room for a contemplated front addition. It stood four feet above the ground, on cedar posts. The front of his cottage was two feet south on the north line of O'Leary's cottages, and his house was forty feet deep. The south line of O'Leary's barn was eight feet north of the rear of Dalton's house.



WEST LINE OF FIRE.

Unburned Buildings are shaded on the Plat.

His cottage was built on the west line of the lot. There were three west windows which looked on the O'Leary yard. A fence, eight feet high, ran from his house to his shed, at the rear of the lot, which was also on the west side. The shed was twelve by twenty feet in size. At about fifteen minutes to nine o'clock, on the night of the fire, Mr. Dalton heard a woman's scream of terror. The sound came from the direction of the O'Leary premises. He is unable to say precisely where the sound came from, nor does he know who uttered the cry, but he heard it through the west windows of his house. About ten minutes later, Mrs. Mary O'Rourke, his mother-in-law, who lived with him, went to her room in the northeast corner of the house, and saw the reflected light of a fire, which shone on the cottage of Walter Forbes, adjoining Dalton's on the east. Mrs. O'Rourke gave an alarm, and Mr. and Mrs. Dalton hastened to the rear door of their house. Fire was then under way in O'Leary's barn. A little water might have extinguished it at that moment, but, being unsuppressed, it rapidly communicated with the dry fence and shed, and reached his house in an incredibly short time. This advance of the flames was so sudden, that Mrs. O'Rourke barely escaped from her room alive. The north and east sides of the building crashed in as she fled. Mr. Dalton remarked that the Fire Department did nothing at the critical moment.

MRS. CATHERINE E. DALTON, wife of James E., says that two young ladies were visiting at her house that evening. Before half past eight o'clock her guests departed, she accompanying them as far as Canal Street, where they stood a few minutes in conversation. Returning to her home, Mrs. Dalton proceeded to put her children to bed. As she returned to the sitting-room, she heard a woman scream, as if in fright. The cry came from some person on the O'Leary premises, although it was impossible to locate the sound exactly. Mrs. Dalton says the fire must have originated as early as 8:45, judging by the time required to perform the duties which occupied her from the moment her guests took their departure. Mrs. Dalton corroborates her husband's statements, already given.

JAMES F. N. DALTON, son of the above, then a lad of twelve, ^{born in the month of 45.} JAMES E. DALTON, another son of the above, then eleven years old, says his grandmother, Mrs. O'Rourke, always spoke of the fire as originating at 8:45.

JAMES DALTON, who lived at the corner of Clinton and Forquer streets, was at the fire by nine o'clock, and says it had evidently been going fifteen minutes, or even longer.

JOSEPH DUSHEK offers interesting evidence. He then resided at No. 133 DeKoven Street, and affirms that he first discovered the fire at about 8:45. He fixes the moment by a coincidence which was

of importance to himself. He states: "On Saturday, the day before the fire, I noticed a fine load of timothy hay which was taken into the alley and unloaded into the O'Leary barn. Just after the fire, while looking through the ruins of the O'Leary barn, I found an oil lamp, of the usual pattern, with a foundation-piece, about five and a half inches square, of brown stone or marble. The upright piece which set into it, and upon which rested the oil-holder, was of brass. The foundation-piece, the upright, and the oil reservoir or holder, were all together. The oil-holder, however, had been broken. The globe and chimney were gone."

MRS. CATHERINE McLAUGHLIN resided with her husband and children in the front part of the O'Leary cottage at the time of the fire. She was called upon by the compiler of this record, and asked to state what she knew about the origin of the fire. She manifested so decided an aversion to being interviewed that little information was obtained. In fact, she threatened to "prosecute" those engaged in writing the history, if her name were used. The only answer received to numerous inquiries was relative to the hour at which the fire started. Mrs. McLaughlin vouchsafed a reply to that interrogatory, and said it was "About nine o'clock."

WILLIAM LEE resided at No. 133 DeKoven Street, two doors east of the O'Leary cottage, and was among the first who discovered the flames. He, and his brother-in-law, Martin Switzer, with their families, had been to Riverside that day. On their return to the city, the Switzers stopped a short time at Mr. Lee's house. Mr. Switzer was suffering from a badly sprained ankle, and when he arose to go to his home on the South Side, Mr. Lee offered to accompany him and put his horse in the barn. With that purpose in view, Mr. Lee accompanied Mr. and Mrs. Switzer to their wagon, but a presentiment of evil suddenly caused him to change his mind. The Switzers drove away, and Mr. Lee returned to his house. Mrs. Lee expressed surprise at this conduct, but her husband could offer no reasonable excuse. He felt ashamed because he allowed his superstition to control his judgment. Just then his infant child attracted his attention by a cry, and he stepped into the bedroom to ascertain the cause. He noticed that the blinds on the west window were not closed, and lifted the sash to fasten them. He then detected fire coming out of the roof of a building west of his house. At first he thought the flames were in James Dalton's shed, in the rear of No. 135, but soon saw it was in the O'Leary barn, one lot west of Dalton's. He called to his wife, told her to take care of their child, and said he would run to Bruno Goll's drug store, on the corner of Canal and Twelfth streets, and turn in an alarm. He hurried to the store, and applied to the druggist for a key, but was informed that an alarm was not necessary, as the engine had just gone down the street to the fire. Mr. Lee says he could not get the key to the alarm box, nor would the custodian turn in an alarm himself.* Mr. Lee returned to his house. *The clock struck nine.*

* See affidavit of B. H. Goll.

Soon afterward an engine came and took water at the plug on the corner of DeKoven and Jefferson streets. The fire had been burning at least ten minutes, and possibly fifteen, when the clock showed nine. The fire spread rapidly, consuming the O'Leary and Dalton barns. Mr. Lee began to pack his household goods, preparatory to leaving his house. His boy, seventeen months old, was placed in a cradle and deposited, by Mrs. Lee, in a vacant lot across the street, west of Mr. Sullivan's house. There the mother and child remained nearly all night. A burned and frightened calf, the only animal saved from the O'Leary barn, stood close beside the cradle of the babe, as if craving human companionship in that frightful hour. Mr. Lee says he has never gotten over the vivid impression made by the mysterious warning not to leave his home that night, and feels convinced that to it is due the rescue of his family and such household goods as he was able to save. It will be observed that Mr. Lee fixes the beginning of the fire at about 8:50.

WALTER FORBES lived in the front part of the cottage, No. 133 DeKoven Street, two doors east of O'Leary's. The house was owned by Forbes, and occupied by himself, William Lee and Morris Connovan. A nephew of Mr. Forbes's, William Dunn, had spent the evening, accompanied by his wife, at this place. Glancing at the clock, Dunn remarked, "It is nine o'clock. We had better go." He and his wife started at once, and when they had reached a point near Blue Island Avenue, Dunn happened to look back. He saw the light, and thought his uncle's house was on fire. Hastening back, he reached Forbes's in time to assist in removing the household goods. Mr. Dunn's statement as to time conflicts with Mr. Lee's, although both were at the same house. Dunn says the fire could not have broken out earlier than nine o'clock.

RICHARD RILEY, a railroad contractor, lived at No. 130 West Twelfth Street, on the southwest corner of Canal, at the time of the conflagration. His house fronted north. Mr. Riley informs the writer that he was to have left the city that night by the Chicago & Alton Railroad, for St. Louis and other points. His frequent railroad journeys, compelled him to cultivate his naturally prompt and methodical habits. He carried a valuable and accurate time-piece of the famous Jurgensen make. The schedule time of the train on which he was to depart was precisely nine o'clock. Mr. Riley had his valise packed, and was waiting for the Canal-street omnibus to pass, in which he was to ride to the Alton depot. He had stepped into the front room, accompanied by his wife, and had just glanced at his watch, which indicated twenty minutes to nine, when, on raising the window to step out on the porch, he noticed the light of a fire just northwest of his house. The parched condition of everything in his neighborhood, and the recent destruction of a building by fire, not far from his place, increased the alarm inspired by the thought of actual fire, and he remarked to Mrs. Riley that he would not go to St. Louis that night. He immediately sought the scene of danger, and reached DeKoven Street, opposite O'Leary's, while the fire was still confined to the barn. But before many minutes the contiguous sheds and barns ignited. Dennis Sullivan had just returned to his own house, across the street from O'Leary's, from the vain attempt to save something from the barn. Everything was destroyed except a calf, which was placed in the lot next to Sullivan's. There were no engines on the ground, and the fire was having free sweep. Some time later, perhaps fifteen or twenty minutes, an engine arrived and took position at the plug on the southwest corner of Jefferson and DeKoven streets. By this time everything in the alley appeared to be on fire. Mr. Riley believed that the region was doomed, and hastened home to prepare for the rescue of his own family and effects. After accomplishing what he could in the way of precaution, he went to the northeast corner of Taylor and Canal streets, where there were piles of lumber about twenty-five feet high. Climbing upon one of these, Mr. Riley watched the progress of the flames. It was then about thirty or thirty-five minutes past nine o'clock. He saw the fire cross Taylor Street. A fierce see-sawing hurricane set in. The fire appeared to tear up and instantly consume the firmer structures, while light and loose articles were hurled into the air like blazing torches. A large mass of fire, seemingly two feet in length and one foot in thickness, arose from a spot just north of Taylor Street, and went whirling through the air for more than three blocks, alighting on the cupola of the German Catholic Church, on the northeast corner of Mather and Clinton streets. The entire building was almost instantaneously enveloped in flames. The progress of the fire towards the northeast. Mr. Riley's statement is one of the most circumstantial and positive that has yet been made. He declares that the fire originated before 8:40.*

JOHN COMISKEY, ex-president of the Common Council, furnishes us an interesting statement. It will be observed that he fixes the time of the breaking out of the fire at between 8:40 and 8:45 p. m. The opinion is based on coincident circumstances

* Samuel L. Whipple, of the Chicago & Alton Railroad, showed the writer a time-table in use by his road October 8, 1871. The train on which Mr. Riley was to have gone left this city at precisely nine o'clock that night.

which can not be easily gainsaid. At the time mentioned he was sitting on the back porch of his residence on Lytle Street, due west from where DeKoven Street ends. There was nothing intervening to obstruct his view. He noticed the light, and, after a few minutes, went into the house, changed his slippers for boots, and told

John Comiskey

his wife he was going down to the fire. A member of his family was ill at the time, and Mrs. Comiskey remarked that he had better go for the family physician instead of going to the fire. Knowing the doctor's office hours, Mr. Comiskey glanced at the clock, to see if he would be likely to find the physician in. The timepiece indicated 8:55. He hurried to the doctor's office, but did not find him, and prosecuted his search for medical assistance until midnight, without success. Every one he called on had gone to the fire. Mr. Comiskey asserts positively that the fire was burning from ten to fifteen minutes before he looked at his clock. He also says that the congregation assembled at the Jesuit Church had not been dismissed when he started for the doctor. The service usually ends at nine p. m.

MATTHEW TURNER owned the block of buildings on the northeast corner of DeKoven and Jefferson streets, and resided at No. 319 Aberdeen Street. He attended service at the Jesuit Church that Sunday evening. As he left the church, at nine o'clock, he saw the light caused by the fire, and hastened toward his premises. The fire had then crossed the alley in the rear of the O'Leary barn. There was but little wind at the time, and that from the southwest. Mr. Turner watched the flames sweep onward, crossing Taylor Street about 9:30. He gave no thought to his own buildings until about ten o'clock. They then appeared to be safe. At about eleven, however, his property took fire and was entirely destroyed. He has always believed this to be the work of an incendiary. In his opinion, the fire started about 8:45.



LAMP FOUND IN O'LEARY'S BARN.

CHRISTOPHER WARNER, who resided on the southwest corner of Harrison and Jefferson streets, states that soon after seeing the fire he went to it, and it had then crossed the alley north of and opposite the O'Leary barn. He watched the progress of the flames, and stood in close proximity to them until they reached Taylor Street. As soon as they had crossed that thoroughfare, the wind

began to blow furiously. He glanced at his watch while standing at Taylor Street. The time was 9:30. He hurried home. The fire burned all buildings opposite his residence. He places the inception of the flames at 8:45 p. m.

GEORGE W. SPOFFORD, who lived at the southeast corner of Harrison and Halsted streets, at the time of the fire, states that on the Sunday evening in question he and his family were sitting in a room from which could be had a view of the region southeast of them. At about half past nine they heard the alarm bell of the "America" Hose Company, whose station was at No. 31 Blue Island Avenue. For a long time before that they had noticed a bright light, but as no fire alarm was sounded they paid no serious attention to it. Mr. Spofford followed the hose truck, and observed that the men had taken a plug at the corner of Taylor and Desplaines streets. He then went to the fire, which was south of Taylor Street. While he watched, the flames crossed to the north side of Taylor. He thinks the fire started at 8:50.

JAMES KUBICEK was in Frank Shults's saloon at the time the fire was discovered. When Shults gave the alarm, Kubicek glanced at the clock, and noticed that it was 8:45.

The writer of this record conversed with a number of Bohemians, in addition to those mentioned by name, and found many who were positive that the fire originated as early as 8:30; and those who lived in close proximity to the scene agree that it began not later than 8:45.

It is worthy of notice that all declare that the Turner Block, No. 418 Jefferson Street, was set on fire. They also say that no engine arrived until at least fifteen minutes after the fire began.

JOSEPH PUZNER resided at No. 442 Clinton Street, three doors south of DeKoven, on the night of the fire. He says he first saw the light of the flames at 8:45. He is positive that it was not later, because he went at once to No. 418 Jefferson Street, where his two brothers-in-law, Wensl Wasalik and Joseph Wasalik, lived, and by nine o'clock they had their goods removed from the endangered building.

FRANK SHULTS, who keeps a saloon on the corner of DeKoven and Jefferson streets, says that his mother-in-law, Mrs. Mary Hruby, while looking out of the window in the second story of their house, saw the fire in O'Leary's barn, and at once called to him. He gave alarm to all the building. This was not later than 8:45, as he chanced to observe by his clock, which he declares to be a thoroughly reliable timepiece, and which is still in use.

Having thus presented every imaginable variety of testimony, the most conclusive of all is given in the following affidavit:

AFFIDAVIT OF BRUNO HENRY GOLL.

State of Illinois, County of Cook, ss.

Before me, the undersigned, a Notary Public in and for said County and State, duly commissioned and sworn, appeared Bruno Henry Goll, to me personally known to be the same person whose name is subscribed to this affidavit, who, being first duly sworn according to law, deposes and says: That at the time of the fire of October 8-9, 1871, he kept a drug store at the northwest corner of Canal and Twelfth streets, and that he resided in the frame building in which said drug store was located. That the key to the fire alarm box, which was attached to said building on the Twelfth Street side of the house, was kept in his store. That at about nine o'clock or five minutes past nine o'clock of the evening of October 8, 1871, a man—who was in his shirt sleeves—ran into his store, and urgently requested him to turn in an alarm of fire, stating that said fire was near the O'Leary house. Deponent turned in the alarm, and then looked at his watch, which displayed the hour of about nine o'clock p. m. At about ten minutes afterward another man ran into the store crying, "The fire is spreading very rapidly," and deponent then went to the door again, and seeing the flames had assumed considerable magnitude was alarmed, and turned in a second alarm. About twenty minutes after turning in the second alarm, or at about half-past nine o'clock p. m., of October 8, 1871, he went over to the fire, and found some fire engines—perhaps two—at work, and the fire spreading rapidly throughout the frame barns and buildings to the northeast of DeKoven and Jefferson streets. There he met Dr. G. G. Goll, since deceased, and his brother-in-law Lewis Wesley Fick, now of the firm of Fick & Oliver, and remained with them for some little time, remarking that, "If the wind kept up, the fire would burn Chicago." He then tried to assist some of his friends who were in danger of being burned out, after which he went east to Canal Street, and assisted a friend by the name of William Peters—now deceased—

and then traveled with the fire, and was in the scenes attendant thereupon until the morning of October 9, 1871, when he returned to his home at the corner of Canal and West Twelfth streets. Deponent further states that he conducted business in, and occupied, the drug store aforesaid from the year 1863 until 1881. Deponent further states that, despite all assertions or allegations to the contrary, he turned in two separate alarms of fire from the city fire alarm box then attached to his store, as herein specified, within the time embraced by from nine o'clock p. m. to nine o'clock and fifteen minutes p. m., of October 8, 1871, and that he knows these times specified to be accurate, as he consulted his watch at the hours and minutes designated.

Bruno H. Goll,

Sworn and subscribed to before me this nineteenth day of May, A. D. 1885.
THEODORE H. SCHINTZ,
[SEAL.] Notary Public.

I, Theodore H. Schintz, a Notary Public in and for the County of Cook and State of Illinois, am personally acquainted with Bruno Henry Goll, druggist, who has his place of business at the northeast corner of Ashland Avenue and Twelfth Street, and of my own knowledge know him to be a man in whose statements complete credibility can be placed, and whose veracity is thoroughly reliable.

THEODORE H. SCHINTZ,
[SEAL.] Notary Public.

BRUNO HENRY GOLL was born in Werdau, Saxony, Germany March 20, 1843, and is the son of Charles Henry and Henrietta Goll. In 1853, his parents emigrated to America, bringing him with them, and remained for one year in New York; after which they settled in Toledo, Ohio, where he received an education at the district schools. In 1857, he came to Chicago, and at once entered the drug business, serving an apprenticeship in the pharmacy of Henry Sweet. Being of an enterprising character, and thoroughly acquainted with the business which he had adopted as his life's work, at the age of twenty he commenced in that business on his own account, and after continuing in it for twenty years, at No. 505 Canal Street, he sold out and removed to his present location, at the corner of Twelfth Street and Ashland Avenue. He was married, in 1874, to Miss Emma A. Rice, of Boston. He is a member of Garden City Lodge, No. 141, A. F. & A. M.; of Wiley M. Egan Chapter, No. 126, R. A. M.; and of Apollo Commandery, No. 1, K. T.

LEWIS WESLEY FICK was born in Norfolk County, Canada, in 1843, and there received his education. He is the son of Frederick B. and Sarah Ann (Ryerse) Fick. While pursuing his studies he worked on his father's farm in the Township of Houghton, Canada, until 1865, when he left home and went to California, where he remained for one year, and then returned to Canada, whence he came to Chicago in 1866. On his arrival here he at once became connected with the lumber business, keeping a tally-board on the river, at which employment he continued for one summer, when he engaged with Artemus Carter in selling cargoes. He occupied that position until 1870, when he entered the employment of the Peshtigo Lumber Company, and continued with them until 1877, when he became a member of the firm of Ketcham & Fick, and continued therein for eight years. On May 1, 1885, he entered into partnership with John Oliver, Jr. under the firm name of Fick & Oliver, which co-partnership still exists. In 1869 he was married to Miss Emma A. Goll, daughter of Henry and Henrietta Goll, of Chicago. They have four children—Emma Cecilia, Bruno Wesley, Ella Jessie and Edward Paul. Mr. Fick is a member of the Masonic fraternity, having received the master's degree in 1864, in Walsingham Lodge, No. 178, A. F. & A. M., Canada. In connection with the statement of Bruno Henry Goll, Mr. Fick states that he met said Goll at the fire near the corner of DeKoven and Jefferson Streets, at about 9:30 o'clock p. m., of October 8, 1871, and there said Goll stated to him and to Dr. G. G. Goll, since deceased, the fact of his having turned in two alarms, as is stated in said Goll's affidavit. That Bruno Henry Goll is scrupulously exact, and that the utmost reliance can be placed on any statement made by him. That four or five engines only could work advantageously in the immediate vicinity of the fire, on account of the scarcity of fire-plugs. Mr. Fick is also cognizant of the fact that the key to the fire alarm box was kept in the drug store of Bruno Henry Goll, and that said Goll was always extremely cautious about turning in an alarm, lest he should call out the engines on a false alarm.

The O'Leary cottage was not burned. The now famous building was torn down, and a pretentious stone front erected on the site. This house belongs to Anton Kolar. In 1881, through the instrumentality of Mr. Albert D. Hager, secretary of the Chicago Historical Society, a marble tablet was inserted in the front wall of the new house. This slab is four feet by two feet in size, and bears the following inscription :

THE GREAT FIRE OF 1871

ORIGINATED HERE, AND EXTENDED TO LINCOLN PARK.
Chicago Historical Society, 1881.

The fire actually originated, as is shown in the diagram, in the barn at the rear of this house. Exact measurements are given in the plat.

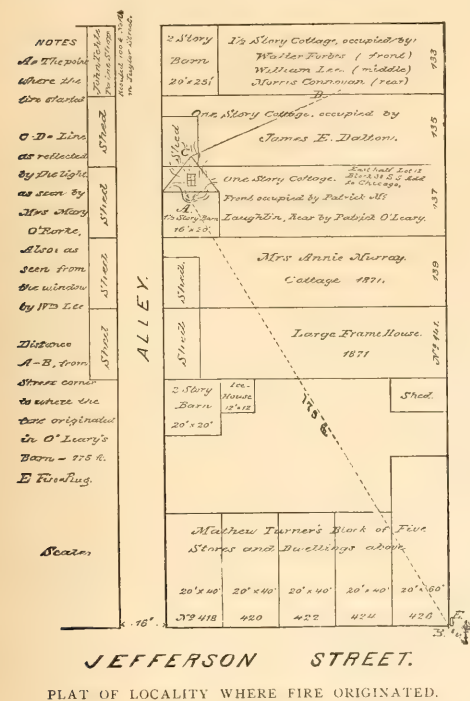
and it is deemed that the verity of history will be fully conserved by letting actors in the terrible scene speak of their own deeds and observations.

WILLIAM B. BATEHAM, member of the Common Council in 1871, an early fire marshal, and at all times a close observer of the larger fires in this city, furnishes an interesting statement regarding this fire. On that Sunday evening, while sitting with his family in the back parlor of his residence, on the southwest corner of Silver and Harrison streets, from which room a southern view was had, he observed a light reflected from an easterly direction. He noticed the time—8:45. Shortly before nine o'clock he saw that the fire had greatly increased, and through anxiety, because of the exceeding dryness of the combustible portion of the city, he watched the growing light. There was but little wind at that hour. He thought the fire must be in the vicinity of Twelfth and Desplaines streets. The wind sprang up, apparently threatening his own property, on Canal, just south of Harrison, consisting of a shingle mill, box factory and furniture factory. There had been no alarm sounded. He started in the direction of his mill, at about nine o'clock. He met John Garrick. They watched the fire, and saw large pieces of burning material, from three to five hundred feet in the air, flying rapidly in a northeasterly direction. Mr. Bateham

W B Bateman

left Mr. Garrick at the corner of Clinton and Harrison streets, and hastened on to Canal Street. He reached his mill at 9:30, and found his watchman at work with a chemical engine. They once started the steam engine, attaching the force pump, and also laid hose from the fire-plug in front of the mill. By means of this supply, they flooded everything in the yard, in which were a thousand cords of fire-kindling—wood, in piles twenty-five feet high, and also six hundred thousand feet of furniture lumber, belonging to the Frank Mayer Furniture Company, who occupied the attic of Bateham's three-story-and-attic mill. The building was two hundred and forty-five by sixty in size. Near by were seven hundred and fifty thousand shingles. The grounds occupied by these mills comprised one and a half acres. Eighty feet west of the main mill was another of the same length, and forty feet in width. The southwest corner of the mills almost touched the church on the northeast corner of Clinton and Mather streets, which was of wood. Eleven feet south of the mills stood a three-story building, fifty by seventy feet, siding on Mather Street. This was used by the Roelle Furniture-finishing Company, and was filled with combustible materials. The northwest quarter of this large block of ground was known as the "Huntoon Place," having the appearance of a large country farmhouse. The residence stood well back from the street, and the lot was filled with large trees. The house was a landmark, having been built by Judge J. D. Caton, nearly half a century before. The quaint old mansion had twelve stacks of chimneys, constructed in various parts of the house to accommodate the rooms. It was altogether a picturesque place in a neighborhood of puffing and impertinent modern factories. The house was occupied for many years by Charles Huntoon, who died there some years before its destruction. This was the block, bounded by Harrison, Mather, Canal and Clinton, not only a landmark of the progress of the great fire, but also a site of historic interest. Mr. Bateham hoped to break the force of the fire before it reached his works. At ten o'clock it looked as if this were possible, for the church had gone down in ruins in advance of the main body of flame. Some of the best steamers were working hard on his property and the Roelle building, and men were encouraged to believe the end was near. But in the very face of those efforts, the Roelle structure went up in smoke and flame. At half-past ten, the heroic men were driven from Bateham's works by the intense heat. As Mr. Bateham turned from his property he remarked: "The materials from this mill will fire the South Side, and nothing can prevent it now." His prophecy proved correct. The wild tornado which swept over the city bore onward the blazing ruins of that pile. The scene which ensued, the igniting of Bateham's mill was one of the most fearfully grand ever beheld by mortal eyes.

terribly given over, benevolently mortal. . . . Fulton Street. He owned property in the southwest corner of Harrison and Clinton streets. Being nine o'clock on the memorable Sunday night, he noticed a bright light on DeKoven Street. Being personally interested, he started to see whether there was any likelihood of a dangerous conflagration. He walked quickly to Harrison, but finding no cause for immediate alarm, he went leisurely down that street to Halsted, and was about to return home when he met Mr. Bateman. It was then 9:20. The two men had but a few crossed Halsted when they saw large sparks flying through the air. The wind was



PROGRESS OF THE FIRE.—By half-past nine o'clock the flames crossed Taylor Street, and the Department was powerless to prevent the rapid movement of the destroying force. Concerted action became impossible, for no sooner was a steamer planted in an apparently favorable spot, than some building, taller or more inflammable than its neighbors, would burst into flames far in advance. Men could not endure the tempest of fire. It was no longer a question of intrepidity. There were no desertions, no instances of insubordination, among the men. All labored with heroic determination, but their efforts were made in vain.

As in the pages just presented, so in this narration, the testimony of eye-witnesses, or participants, is given. To these vivid descriptions there is but little to add:

increasing. Garrick stopped at Clinton Street, but Bateham hurried on toward his own mills. At eleven o'clock the fire reached Garrick's property. The only thing he saved was an American flag, forty feet long, which he wrapped about him, and returned home. Mr. Garrick says the fire must have started about 8:40.

The Tribune of October 11 contained a graphic description of this opening scene:

"So great was the area already covered by half-past ten o'clock, and so rapidly did the fire march forward, that by the time the engines were at work the flames were ahead of them, and again the steamers were moved northward. From the west side of Jefferson Street, as far as the eye could reach in an easterly direction—and that space was bounded by the river—a perfect sea of leaping flames covered the ground. The wind increased to fierceness as the flames rose and the flame waited more hungrily for their prey as the gusts impelled them onward. Successively the wooden buildings on Taylor, Forquer, Ewing and Polk streets became the northern boundary, and then fell back to the second place. Meanwhile, the people in the more southern localities bent all their energies to the recovery of such property as they could. With ample time to move all that was movable, and with a foreboding of what was coming in the neighborhood at least, they were out and in safety long before the flames reached their dwellings. They were nearly all poor people, the savings of whose lifetime were represented in the little mass of furniture which blockaded the streets and impeded the firemen. They were principally laborers, most of them Germans or Scandinavians. Though the gaunt phantoms of starvation and homelessness, for the night at least, passed over them it was singular to observe the cheerfulness, not to say merriment, that prevailed. Though mothers hugged their little ones to their breasts and shivered with alarm, yet, strange to say, they talked freely and laughed as if realizing the utter uselessness of expressing more dolefully their consciousness of ruin. There were many owners of the buildings who gave themselves up to the consolations of insurance; but even that appeared to weaken as the flames spread, and they resigned themselves to their fate. Many of the victims were stowed away in the houses on the west side of Jefferson Street, losing all but their lives and little ones. How many of these latter were abandoned, either from terror or in the confusion, it is impossible to guess; but every now and then a woman, wild with grief, would run in and out among the alleys, and cry aloud her grief.

"The firemen were working with extraordinary perseverance. Where it seemed impossible for a man to stand without suffocation they carried their hose, sprinkling the houses opposite and endeavoring to stop the spread of the fire in a westerly direction. But it was evident by midnight that human ingenuity could not stem that fiery tide. At the same time, so burdened were the minds of the citizens with the conflagration that the question of where it would end never entered their minds. Engine No. 14, which had retreated gradually north on Canal Street to Chapin & Foss's lumber yard,—or rather where it had been two days before (this yard was on VanBuren Street, from Canal toward the river, and was partly burned in the Saturday night fire),—was suddenly surrounded by a belt of flame and abandoned to its fate. At this time the fire was running almost entirely north, in two solid columns. One was between Clinton and Jefferson, the other between Clinton and Canal streets. In that fearful advance, the fiery cohorts of the eastern column led, and while they made their onslaught upon the barrier of lumber and frame buildings on VanBuren Street (from Clinton to the river), bordering on the blackened site of the preceding night's conflagration, the advance on the west had only reached West Harrison Street. Before the roar of the flames in that lumber yard (Chapin & Foss's) the crowd stood in awe, though even then without a thought of the peril yet to come. It was now about 1:15 o'clock.* But while it seemed as if the demon of flame had reached a desert and needs must die, a new danger appeared to threaten the city. From the South Side, in the neighborhood of Adams Street—but whereabouts, no one on the West Side could then guess with certainty—rose a column of fire, not large, but horribly suggestive. Such engines as could be moved were called from the West Side to protect South Side property, and these flames were left to die of inanition."

The Times, in its resumé, published ten days after the fire, described the scene along the west bank of the river:

"The fire reached over Canal Street, and while that terrible southwestern wind howled in mad delight, it forced its way into the planing mills, and chair factories, and all the other shops which skirted the creek in that portion of West Chicago. Then it got into the lumber yards and into the railroad shops and the round-houses were soon wrapped in its dread embrace. The bricks them-

selves seemed only additional fuel. The rolling stock in the railroad yards were but kindlings, which helped along the fire already intense. But worst of all, the elevators were next in danger. For a few minutes it seemed as though one or two of the largest ones would resist the flames, and pass through the fiery ordeal unscathed. But this thought was not of long duration, for an instant later the immense piles were ablaze from top to bottom. Like the advance of a great army, the fires moved forward in several columns, and like a well-whipped but unconquered foe the Fire Department slowly retreated. But they stubbornly contested every foot of ground, however, and would not surrender, although often almost entirely surrounded by the dread enemy. Then they would cut their way out and retreat for a short distance, only to turn again and hurl their charges of thousands of gallons of water full into the face of the enemy. But no power on earth could stem the torrent. Never did firemen fight more fiercely to conquer, and never before did their heroic efforts seem so utterly in vain.

"Polk Street was reached, and here a desperate stand was made. One steamer, the 'Frank Sherman,' stood at the plug on the corner of Polk and Clinton, until the heat had scorched the hair from the impatient horses, and the brave engineer and plucky stoker had lost almost all their whiskers. Then the word was given to retreat and run. As they went, the firemen faced the fire, and shouted to the driver to stop at the first plug and let them try again.

"To add to the terrible reality of the scene, it was discovered that a building was on fire away to the rear. Between Sebor and Harrison streets a barn was all ablaze; and before a steamer could reach the spot other barns innumerable were fiercely burning. It was the onslaught of a cavalry corps on the retreating army's rear, and all seemed hopeless. There was one thing noticeable, however, and worthy of special mention. The fierce wind had veered around, somewhat, towards the west, and now the fire was skipping some houses on the western outskirts of the blocks bounded by Jefferson and Clinton streets. To be sure there were not many of these escapes, but the fact was apparent, and it cheered the soul of every one."

"* * * Across Harrison Street and Tyler, and along VanBuren, the monster ran, carrying destruction in its fiery course. At the approach to VanBuren-street bridge stood the steamer 'Fred Gund,' a first-class Amoskeag engine, with a complement of officers and men in skill and daring second to none in the land. The steamer was completely surrounded by fire, and for their lives the boys were forced to fly. They left their engine, but they have the proud consciousness of knowing she went down in a sea of fire, with steam up and while still facing an advancing foe. * * * Here and there, and almost everywhere, lay thousands of feet of hose, stretched to its utmost tension with watery ammunition, which the powerful engines were constantly throwing on the blaze."

Another writer says:

"When the flames had crossed over Clinton Street, between Ewing and Forquer streets, there were probably left half-a-dozen houses which seem to have been forgotten in the excitement of the moment. But they were not permitted to escape the awful flames. Backward swept the red demon, silently and softly, but swiftly enough to elude all pursuit, and before the terror-stricken multitude could prevent, all these frame buildings were burned to the ground. * * * To the right (eastward) the fire had been driven with great fierceness, and Clinton and Canal and Beach streets, and then the railroads which run along the western shore of the South Branch, were in its grasp. Now was the fire (west of the river) at its fiercest. Upward of twenty blocks were burning. Upward of five hundred buildings, not including outhouses, were on fire. Upward of five hundred families were fleeing from the seeming wrath to come. The streets were almost impassable, with all sorts of vehicles filled with household goods."

In summing up the result of his investigations concerning the precise moment at which the fire originated, and also when it reached various important points in its advance to the Water Works, C. C. P. Holden says:

"There is a great conflict of opinion as to the exact moment of the commencement of the fire. Ordinarily the records of the Fire Department would be conclusive evidence on such a subject; but in this case the records are faulty and silent in the extreme, and really show nothing that will enlighten the public. The various statements, already given in substance in this work, place the time as follows: Mathias Schaffer, watchman in the tower of the Court House, 9:28; Christian Schimmels, foreman No. 5 engine, 9:13; Henry V. Coleman, engineer No. 5 engine, 9:00; David M. Hyland, of No. 17, 9:07; Mrs. Catherine McLaughlin, about 9:00; the several fire marshals, 9:00; the Dalton family, William Lee, William B. Bateham, and numerous persons living near the spot, 8:45; John Garrick, Richard Riley and Matthew Turner, 8:40.

"The progress of the flames was as follows. Beginning, say,

* The fire reached VanBuren Street as early as 11:30.

at 8:45; reached Bateham's mills at 10:30; Parmelee's barns, on South Side, at 11:30; Court House about 1:30, and bell fell at 2:05; Wright's stables, on North Side, at 2:30; and Water Works at 3:20.*

Mr. Holden maintains that the fire began at 8:45, if not earlier by some minutes. The distance from O'Leary's barn to the Water Works was two miles and twelve hundred and fifty-two feet. The flames traversed this space in six hours and thirty-five minutes.

THE FIRE CROSSES TO THE SOUTH SIDE. — Once more is encountered the embarrassment of conflicting statements. There are scarcely two witnesses to be found, who coincide in their opinions as to when and where the fire seized upon buildings east of the river. From as early as half-past nine, showers of sparks and burning brands fell upon the South Side, and were even carried far into the North Division. But the writers heretofore have generally accepted the assertion that the fire first broke out on the South Side at Powell's roofing-works, near the gas-works, on Adams Street, shortly after midnight.

This statement we believe to be erroneous. The first building to ignite on the South Side was the new stable owned by the Parmelee Omnibus and Stage Company, situated on southeast corner of Jackson and Franklin streets. This spacious structure had just been completed at an expense of \$80,000, and would have been occupied for the first time on Wednesday, October 11. The building was the finest of its kind in the country. The impending danger had aroused the parties interested in this property to unusual vigilance. Messrs. J. W. Parmelee and J. E. Sullivan are the authorities for the statements here given. These gentlemen were at the stable, hoping to be able to prevent the destruction of the building. At half-past eleven, October 8, 1871, the fire swept down upon them with such rapidity and terrific force as to compel them to flee for their lives. It seemed but an instant before the edifice was literally engulfed in flame. This was the starting point, and, it will be observed, was but a short distance south of a line drawn from DeKoven and Jefferson streets, through the Court House, to the Water Works.

The fatality which destroyed the Water Works while the fire was in its infancy, so to speak, compels us to digress from the general plan of this record, and trace the fire, by gigantic steps, until the pumping works are reached.

At 8:45 the incipient blaze began. At 10:30, Bateham's mills on Canal Street, near Harrison, were deserted, as beyond salvation. At 11:30, Parmelee's stable was a sea of flame. At about twelve o'clock, the gas works and "Conley's Patch" were on fire. By ten o'clock, the cupola of the Court House had taken fire several times, but had been extinguished by the watchman. At 1:30, the men in the tower barely escaped with their lives. At 2:05, the famous Court-house bell went clanging down. At not later than 1:30, Judge Lambert Tree crossed State-street bridge, which was then burning in spots. At 2:30, Wright's stable on the southeast corner of State and Kinzie streets, at the northern end of the viaduct, took fire. At 1:30, the paint and carpenter shop, standing on piles driven in the lake, near the Water-Works, burned. Lill's immense brewery ignited at this time, and was destroyed as if by magic. Ex-Mayor Rumsey's residence took fire about three o'clock; and at twenty minutes past three the Water Works were in flames. In the brief space of six and one-half hours the fire ran a distance of about two and one-quarter miles, with unerring aim, and laid in ruins the only means of defense against its ravages.

This epitome of events will enable the reader to follow the detailed narrative, which is now resumed.

From the quotations which follow, it will be seen that each writer held a different theory as to the time and location of the first South Side fire. Messrs. Sheahan and Upton state the time of its occurrence with that degree of circumstantiality which usually carries conviction, while the assertion made by Mr. Colbert, not only gives a slightly different location, but times the fire twenty minutes earlier than his contemporaries.

Messrs. Sheahan and Upton say:

"There was probably not a person in the South Division who imagined for a moment that the fire would extend beyond the portion of the city in which it originated. Indeed, when it approached the burned district of the previous Saturday night's conflagration, there was a universal sigh of relief, for here, certainly, it would be stayed, notwithstanding the furious wind. The hope was a futile one. At just twenty minutes past twelve, a huge blazing brand was blown across the river. Onward it sped, like a fiery messenger of doom, and lodged upon the roof of a three-story tenement house, which was as dry as tinder. The roof was immediately in a blaze, and almost instantly every part of the building emitted furious jets of flame. The house was about midway between Adams, Monroe, Wells (Fifth Avenue) and Market streets, and surrounded by one and two story wooden houses and alleys littered with all sorts of inflammable materials. Through this wooden nest the fire spread with inconceivable rapidity, and soon attacked another group of low, wooden buildings, known as 'Conley's Patch,' densely covered with saloons, tumble-down hovels and sheds, and peopled by the lowest class in the city. For years, this spot had been the terror of the neighborhood beyond it, and had been stained with every conceivable crime. The male residents were absent at the fire in the West Division, and as the flames seized upon it, squalid women and children rushed out in droves. Most of them escaped; but undoubtedly some were overtaken by the fire, and miserably perished. Right and left the flames spread as fast as a man could walk, and soon the gas works and huge piles of coal in the yard took fire, and a red glare shone all over the doomed city. Down the south line of Monroe Street it sped with lightning-like rapidity."

Elias Colbert says:

"The first vault across the river was made at midnight from VanBuren Street, alighting in a building of the South Division gas works on Adams Street. * * * Having gained a foothold here, its march naturally lay through two or three blocks of pine rookeries known as 'Conley's Patch,' and so on for a considerable space through the abodes of squalor and vice. Through there it set out at double-quick, the main column being flanked on each side and nearly an hour to the rear. That at the right was generated by a separate brand from the western burning; * that at the left was probably created by some of the eddies which were by this time whirling through the streets toward the flame below, and from it above. The rookeries were quickly disposed of. * * Beyond them, along LaSalle Street, was a splendid double row of 'fire-proof' mercantile buildings, the superior of which did not exist in the land. Would these succumb to the shower of brands and the triple-heated furnace which had been thrown about them?"

William S. Walker, a journalist, in his history of the fire, published in the Lakeside Monthly for June, 1872, offers still another statement touching the first blaze in the South Division. He says:

"The bridges and shipping in the river afforded a superb transit for the flames, and the crossings at VanBuren, Polk and Adams streets were soon frame-works of fire. From these, blazing in a raging wind, there was no lack of communication from the West to the South Side. The latter was fired in two places at a few minutes before one o'clock, on Monday morning, some three and a half hours after its origin in DeKoven Street. The first of these was in a shed on the river bank, near Polk Street. This fire was extinguished with ease—although the structure was itself torn down, as the only method of checking the work of ruin. At nearly the same time, the tar-works belonging to the South Division gas manufactory, situated on Adams Street, near the Armory, were ignited. * * * In less than five minutes a square of buildings was in flames."

The hour named for the firing of the gas-works is clearly wrong; but the extract is here given because of the allusion to the firing of a shed on the river bank—

*This statement appears to confirm Mr. Parmelee's narrative.

a point made by no other writer. It is probable that such a fire existed and was extinguished, as Mr. Walker relates, but, if so, the time of its occurrence could not have been later than half-past eleven, unless he alludes to the back-setting of the fire, which reached Polk Street at a later hour than one o'clock.

A writer on the Post, who witnessed the scene, gives a still later hour. He says:

"One o'clock had just struck, and a sudden puff of the variable wind blew down a curved wing of the great golden-red clouds above our heads. It fell like the shear of a sabre, and in a second a red glare shot up on the South Side, as if the blow had fallen upon a helmet and sent up a glitter of sparks and a spurt of blood. The fire had overleaped the narrow river, and lodged itself in the very heart of the South Division. The angry bell tolled out, and in a moment the bridges were choked with a roaring, struggling

the greater number being burned or suffocated within two minutes from the time the fire first threatened them.

The Tribune says, describing this instant of the fire:

"By this time the flames had crossed to the east side of Wells Street, and were rapidly working eastward, sweeping everything in their course. It is impossible to estimate the number of lives lost in this locality, the area of which was wholly covered with wooden structures, all of them crowded to the utmost with poor people. In the terror and confusion which prevailed, hundreds of women, with their broods of children, were seen wandering about in a state of hopeless bewilderment, many of them doomed, beyond a doubt, to be overtaken by, and lost in, the wilderness of flame.

"Northward and eastward the flames progressed, crossing Madison Street and extending east to LaSalle at the same time. Stone, brick and wooden structures fell alike, and with almost the same rapidity. It had now become apparent that the whole business portion, to the lake shore, was doomed. No one could doubt this as soon as a fresh display of light farther south announced the fearful fact that the West-side fire had actually leaped the river. At about a quarter to one o'clock, the regular chain of fire from west to east was established, the juncture being effected across the river at or near the VanBuren-street bridge, where the rows of wooden buildings on Market Street, and the remaining portion of 'Conley's Patch,' south of Adams Street, formed a rapid route for the progress of the devastating element. What the first fire on the South Side had left behind, the second one took up, and, working eastward even more rapidly than the other had done, by one o'clock had reached LaSalle Street. A coalition was thus effected between the two divisions of flames at about this time; and then the awful work went on more furiously than ever. Faster than it could be traced—or, at least, faster than, from any position of observation, the looker-on could accurately note the precise buildings which were overtaken, in their order—the flames now raged towards the river and the lake. The finest of Chicago's business architecture—and this the marvel of all America—was included in the ravages of the fire."

Another writer in the Tribune says of the fire's first appearance on the South Side:

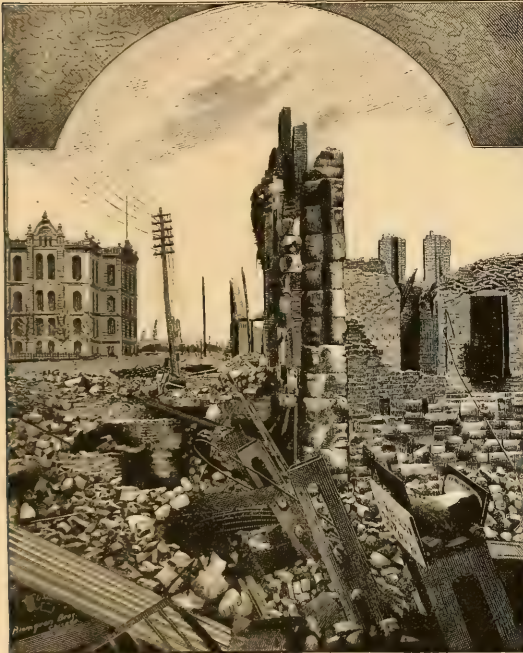
"The messenger, hurrying around to inform the firemen on the West Side of the changed aspect of affairs, had not reached his destination when the firemen themselves had noticed the leaping blaze and rising smoke on the other side of the South Branch; and the chief of the Department, already finding himself unable to cope with the perplexities of the situation, ordered what he could across the river. Had they reached their new field of labor, they could have done little; as it was, they accomplished nothing. From that time on, without a commander, without system, and, soon after, without water, they fought gallantly and stubbornly, but disunitedly, and without success."

The Times of October 18 said:

"The twin rioters of flame and wind, with their appetite sharpened instead of gorged by the feast among the meaner buildings of the West Division and the river side, now fell in dire carnival upon the noble edifices of LaSalle Street.

"The Grand Pacific Hotel, upon which the roof had but just been placed, was among the first of the better class of structures assailed by the fire. Angered at its imposing front, and scorning the implied durability of its superb dimensions, the flames stormed relentlessly in, above, and around it, until, assured that it was at their absolute mercy, they left it tottering to the earth, and crawled luridly along the street in search of further prey.

"It was now that the waves of fire began to take upon themselves the mightiest of proportions. How it was that, while even a hundred buildings might be blazing, others, far in advance of the track of the storm, could not be protected, has not been understood by those who were not despairingly following the course of destruction. It was partly on account of the artificial currents already mentioned, and because the huge tongues of flame actually stretched themselves out upon the pinions of the wind, for acres. Sheets of fire would reach over entire blocks, wrapping in every building inclosed by the four streets bounding them, and scarcely allowing dwellers in the houses time to dash away unscorched. Hardly twenty minutes had elapsed from the burning of the Pacific Hotel before the fire had cut its hot swathe through every one of the magnificent buildings intervening upon LaSalle Street, and



RUINS CORNER OF CLARK AND WASHINGTON STREETS.

crowd, through which the engines cleft a difficult way toward the new peril. The wind had piled up a pyramid of rustling flame and smoke in the mid-air. Lower currents at times varied and drove tides of fire athwart the great roaring stream. When these met, eddies that made the eye dizzy were found, which sucked up blazing brands and embers into their momentary whirl, and then flung them earthward."

EXPANSION OF THE FIRE.—Right and left the fire spread, from the mass of seemingly solid flames which rose from the hovels of "Conley's Patch," traveling at a rate of speed never before witnessed. In less than sixty seconds, the space of one block had been traversed, and the south line of Monroe Street was reached, for nearly the entire distance between Wells and Market streets. A sheet of fire enveloped the stables of John V. Farwell & Co. and the American Merchants' Union Express Co., before more than half-a-dozen of the hundred or more valuable animals could be saved,

had fallen mercilessly upon the Chamber of Commerce. The few heroic workers of the Police and Fire Departments who had not already dropped out of the ranks of fighters from sheer exhaustion, sought to once more check the progress of devastation by the aid of powder. A number of kegs were thrown into the basement of the grand business palace of the Merchants' Insurance Company. A slow match was applied, and as the crowd drew back the explosion ensued. A broad, black chasm was opened in the face of the street; but, with as little attention to the space intervening as though it had only been across an ordinary alley, the arms of flame swung over the gap, and tore lustily at the rows of banking-houses and insurance structures beyond."

From the Grand Pacific it occupied but a moment of time to reach the Custom House and Post-office building.

BURNING OF THE POST-OFFICE AND CUSTOM-HOUSE.—The destruction of this public edifice was an incident of great importance, and is best related by Henry H. Nash, cashier of the United States Depository, and Alonzo Hannis, an employé in the Post-office.

NARRATIVE OF HENRY H. NASH.—At the time of the fire I was cashier of the United States Depository, and resided at No. 536 West Monroe Street. From the upper rooms of my residence I had a view of the fire when it started on DeKoven Street, near Jefferson. I retired about ten o'clock p. m., and, awakening about twelve o'clock, I looked out of the window and made up my mind, that the fire had got beyond the control of the firemen, as I could see that the fire had reached and crossed the river, and was burning north of Jackson Street. I called up my nephew, Fred M. Blount, who was a messenger in my office. We dressed and started for my office, coming down and crossing the river at Madison-street bridge. When we reached Market Street the fire was about crossing Madison Street, just east of Franklin. We turned to the north until we reached the alley between Madison and Washington streets. We passed through this alley to Dearborn Street, then south to the Government building, on the corner of Dearborn and Monroe streets. I will here remark that the Chicago Times building was then on the northwest corner of this alley. We went through to Dearborn Street. As we passed, I noticed they were printing the Monday morning paper, which was destroyed, with their office, a few hours later. (I think it was about half-past three or four o'clock a. m.) When we reached the corner of Dearborn and Monroe streets, the fire was raging to the west and south of us, and had taken in the new Grand Pacific Hotel, which was then near completion. We immediately entered the Government building, went to the room of the United States Depository, opened the vault, and placed therein all books and papers in the office (which, from lack of vault room, we had been in the habit of leaving outside). I then opened a safe standing in the room, in which I kept a part of my daily cash, and took its contents (about fifty thousand dollars of currency), a tin box of my own, containing \$750 of new United States notes of issue of 1869; also \$650 United States six per cent. bonds, belonging to Major Fitch, of the Custom House, a \$50 United States six per cent. bond, belonging to E. R. Loomis, of Naperville, some silver spoons, belonging to my wife, some valuable papers of my own and a friend's, to the value of about \$15,000—all of which I placed in the vault, and securely locked. Then, with the assistance of the watchman of the building and the janitor of the United States Court rooms, we closed all the iron shutters of the building, except on the first floor and basement, which were occupied by the Post-office. The shutters upon these floors had been taken off when making repairs in the spring of 1871, at the request of the employés in the Post-office. The absence of these shutters left the building exposed, so that when the fire reached the building, it came in upon the west side. Seizing upon the great number of letter-cases which occupied the main floor of the Post-office, they being very dry, and fanned by the gale which was blowing, the fire spread rapidly, and the intense heat caused the iron beams supporting the floor above to bend and give way, carrying destruction to nearly the whole of the inside of the building at about 3 o'clock a. m., October 9, 1871. James E. McLean was collector of customs and, *ex officio*, the depository; I, as cashier, having charge of the depository. This office, with the one at Cincinnati, and the United States Sub-Treasury at St. Louis, were the principal offices for the receipt and disbursement of Government funds for the West and Northwest. The amount of funds handled in the depository here, up to the opening of the War of 1861, was comparatively small. General Julius White, who was collector of customs and depository at the commencement of the war, resigned and joined the army. If my memory serves me, the balance turned over to Luther Haven, his successor, was less than five thousand dollars. After the war

opened, the Government made this city a point for the purchase and distribution of supplies for the army, and the office of depository here soon became one of much importance, the receipts and disbursements amounting to thirty or forty millions of dollars per annum during the nine years I was in the office, which was from 1864 to 1873. The large amount of Government funds handled in Chicago, was recognized by Congress, who, in 1873, created the office of United States Assistant Treasurer here, General J. D. Webster being the first assistant treasurer at this point.

GENERAL JOSEPH D. WEBSTER was a son of Rev. Josiah Webster, of Hampton, N. H., a kinsman of Daniel Webster. He was born August 25, 1811, and prepared for college at Hampton Academy, after which he entered Dartmouth College, and graduated in 1832. He then commenced the study of law in Newburyport, Mass. In 1835, he went to Washington, D. C., where, on the offer of General Cass, then secretary of war, he entered the corps of civil engineers. In 1838, he became a member of the corps of United States topographical engineers, the civil engineer corps being abolished. In that year he removed to Milwaukee and took charge of the government survey at that point, and continued on this work of coast and other surveys until 1847. From Milwaukee he removed to Detroit, where he had charge of the harbor until he was ordered to Mexico, to make military surveys on the Rio Grande. In 1848, he returned to Washington, and was then ordered to Chicago to take charge of the harbor work. In 1854,



JOSEPH D. WEBSTER.

he resigned and retired to private life, but on the breaking out of the Rebellion he at once volunteered, and, as paymaster, with the rank of major, was with the first troops that arrived at Cairo. Soon after reaching Cairo, he was appointed chief of engineers, with the rank of colonel. He planned and superintended the works around Cairo and at Bird's Point, until the spring of 1862, when he was commissioned colonel of the 11th Illinois Light Artillery. Colonel Webster took part in the battles of Belmont, Fort Henry, Donelson and Shiloh; was chief-of-staff to General Grant, and chief of engineers and artillery at Shiloh. In that battle, one of the most important at that period of the war, he rendered conspicuous and distinguished service. General Sherman says, in a letter of condolence to the son of General Webster, written March 20, 1876, shortly after his death: "As an officer he (General Webster) was that one in whose keeping General Grant and I could always repose any trust with a sense of absolute security. At Shiloh, he arranged and commanded that battery and reserve force which checked the final assault of our enemy, just before night-fall of April 6, 1862." From Shiloh, Colonel Webster went with

General Grant to Memphis, and was appointed military commander in the summer of 1863. Having recovered from a severe attack of sickness, he was given charge of the military railway as General Grant's chief-of-staff, and remained on this duty during the Vicksburg campaign and until General Sherman took charge of the Army of the Tennessee. With General Sherman he went to Nashville, took part in the battle of Nashville, was chief of General Sherman's staff throughout the war, and had charge of headquarters during the march to the sea. In regard to his service there, where many of his friends urged and desired him to accept another position which was tendered him, and which offered probably greater chance for marked personal distinction, it may be proper to again quote from the letter of General Sherman, above referred to: "Knowing how important would be our line of communication, and the state of our supplies, I left him at Nashville, and he must have among his papers many letters showing the confidence reposed in him, and how well he fulfilled his trust. He joined me at Savannah, Ga., and continued on my staff until the war was over. Now I recognize the full measure of my obligation to him, and beg that his family will ever turn to me as their friend." In the spring of 1865, Colonel Webster moved to Savannah, where, as stated, he joined General Sherman, and afterward removed to Alexandria and Washington. The war being over, General Webster resigned his military office and returned to Chicago, where he employed himself principally in superintending hospitals, and went on a tour throughout the South to inspect the railroads, and, at the request of the postmaster-general, made a report thereon as a basis for the re-organization of the mail service. In 1868, he was appointed assessor of internal revenue, which office he held until it was abolished in 1873. Soon afterward, he was appointed assistant treasurer, and when the campaign against the "whisky frauds" opened, became collector of internal revenue for the First District of Illinois. In this position his labors became prodigious and incessant, and he was obliged to bear the brunt of the tremendous onslaught which those impli-

of loss, showed how universal among men of all shades of political opinion, was the estimation for such a character as his. In 1844, General Webster was married to Miss Ann E. Wright, daughter of John and Huldah D. Wright, who were among the earliest settlers of Chicago. Five children were born to them, three of whom survive. His eldest son, L. D. Webster, graduated at the Annapolis Naval School, and accompanied Admiral Farragut on his great cruise. He is now practicing law in Chicago.

To continue the narrative of Mr. Nash:

This building, in which were the Post-office, Custom House and Depository, Collector of Internal Revenue, United States Courts, United States Marshal, etc., was situated on the northwest corner of Dearborn and Monroe streets. The room occupied by me was in the northeast corner, on the second floor. The building was three stories and basement, built of Lemont stone, backed with brick, very substantial, and designed to be fire proof. In fact, the outside walls were very little damaged, except the west one. This was badly scaled by the intense heat from a six-story building, owned by Benjamin Lombard, which stood west of it about thirty feet. Lombard's block burned very rapidly and made an intense heat, which was driven by the southwest gale directly upon the west wall of the Government building. There being no shutters upon the Post-office floor, the fire found entrance, as I have already stated. Through the inside of the building, north and south, were four rows of iron columns, on which rested hollow iron beams, about six by eighteen inches, and eighteen or twenty feet long. On these rested the cross beams of iron, about eight inches deep, with spaces of about three feet, which were filled, or arched, with brick and cement. From the second floor to the attic (two stories, about forty feet), resting upon these iron beams, was an eight-inch brick wall, forming the partitions of the halls and rooms. The intense heat produced by the burning of the letter-cases on the Post-office floor, caused the iron beams and girders to bend by the great weight upon them, until they gave way, and the whole inside of the building fell into the basement, a confused mass of brick and iron, except a small portion of the south end and a small section in the northeast corner, which was over the lobby of the Post office.

The building as originally constructed had no vaults placed in it. In 1862-63, there were two vaults built of brick, on the second floor, resting upon, and supported by, the iron girders mentioned; one vault opening into the custom house rooms and the other into the depository, the latter being lined with four thicknesses of boiler-plate and chilled cast iron, making an aggregate thickness of about three inches. This inner lining, or box, was about ten feet long, six feet high and five feet wide. These vaults and lining went down into the basement, with the rest of the inside of the building, and were completely covered up in the debris. This mass of brick, mortar and iron was so hot, no water being obtainable to cool it, that no effort was made to reach it until Saturday following, the 14th inst. In the meantime a watch had been kept over it, assisted by a guard of United States* soldiers, which had been sent here at the request of the mayor of the city to hold in check any lawlessness that was feared might show itself.

On Saturday, the 14th, a gang of men was secured, and in the presence of clerks sent from the Treasury Department in Washington, the iron box of the vault was uncovered. On removing the debris, it was found that in falling one of the corners of the iron box had opened about six inches for a space of two feet. After the debris had been cleared away from the door, which was attached to this iron box, or lining, it was broken open. We then found that all the combustible contents were entirely destroyed. The coin and a few remnants of gold certificates remained. Not a book, paper or voucher of the office was left—all had been reduced to ashes. Of my tin box and contents, I found only the lock and a few scraps of melted spoons. The amount of money in the vault was about two millions of dollars. Of this about one million five hundred thousand dollars was in currency. About four hundred and seventy-five thousand dollars of this sum consisted of notes of National banks, the balance being United States notes. The most of the gold coin was in bags, in an iron safe in the vault. The bags were burned up and the coins blackened. Some Mexican coin, forty thousand dollars, was on a shelf in the vault, over the safe. This coin was badly melted and mixed with silver and nickels. The coin was all gathered up and sent to the United States Mint at Philadelphia. About forty thousand dollars was re-coined, the balance cleaned and put in circulation.

The loss in the coin account was about six thousand dollars. This was caused by the destruction of coupons that had been paid

*A portion of the 5th U. S. Infantry that were sent here from Fort Leavenworth, Kas.



LAKE AND STATE STREETS.

cated in the frauds led against him, as one of the chief prosecuting officers of the Government. He acquitted himself with his usual vigor and success, cementing to a still firmer degree the confidence which General and President Grant always reposed in him. His constitution, however, which was naturally sensitive, was unable to withstand the severe strain placed upon it, and, after an eight days' illness, General Webster died at the Palmer House, March 12, 1876. The notices of his death that appeared in the daily press, together with the universal expressions of grief, and the sense

in coin and were being carried in the coin account, as was the custom, until the end of the month. There were nineteen thousand dollars in gold certificates in the vault, out of which there were fragments enough recovered to get a credit of sixteen thousand eight hundred dollars. This was the only thing of a combustible kind in the vault that was recovered. How it could so happen, when coin six feet from it melted, I could never account for. I will here remark, that when clearing the debris out of the basement, there was found, about ten feet west from where the vault lay, an express-wagon load of mail matter, in bags, not in the least injured. It lay in a pile, and had been overlooked, in the darkness and haste, when taking out the mails on the night of the fire.

In the northwest corner of the room of the depository, partially protected from the direct draft of the fire, stood an old safe which we used for temporary storage of redeemed fractional currency. This floor, being over the lobby of the Post-office, remained intact. In this safe were found thirty-seven thousand one hundred and seventy-two dollars of redeemed currency, not in the least injured. On the top of this safe was a ream of large Manila wrapping paper, very little injured, but the floor under the safe was all burned out down to the brick arches.

The money saved was in

Gold coin.....	\$375,903 50
Silver coin.....	5,371 61
Minor coin.....	144 83
Gold notes.....	16,800 00
Fractional currency.....	37,171 93
Total.....	\$435,391 87

In the United States Treasurer's report for the years 1872-73 will be found, under the head of 'Currency destroyed,' the following items of 'Unknown denominations':

Legal-tender notes of 1869.....	\$ 865,000
Legal-tender notes, new.....	135,000
Fractional currency.....	32,000
Coin certificates.....	2,200
Total.....	\$1,034,200

This was an estimate of Government currency destroyed in the vault, the National bank notes destroyed being about four hundred and seventy-five thousand dollars.

James E. McLean, who at the time was collector of customs and depository, was responsible to the Government for the money destroyed, but Congress passed a special act relieving him of such responsibility.

The inquiry naturally arises as to how the accounts were adjusted, all the books and records of the office having been destroyed. It will be remembered that the fire occurred on Sunday night and Monday. On Saturday, after the close of business, I sent to the Treasurer at Washington a transcript of his account up to date; the other accounts were with a large number of disbursing officers of the Government, scattered throughout the West. Under instructions of the several heads of the departments at Washington, every officer having an account with this office was notified to render his account to the close of business on the 7th of October. With these accounts and a list of balances we had furnished the Secretary of the Treasury on the 1st of the month, I think the accounts were all honestly adjusted, without loss to the Government. Some difficulty was experienced in adjusting the accounts of officers residing in Chicago, who had lost all of their papers; but with the accounts which had been rendered on the first of the month, the business of the seven days was, from the memory of sundry persons, and reports, finally adjusted.

James E. McLean was interested with Orville Grant, a brother of President U. S. Grant, in a leather, saddlery and harness hardware store on Lake Street. Seeing that his store would be destroyed by the fire, he got all his books of accounts and other papers from his store, brought them to the Custom House, and put them into the vault, which went down in the ruins, and all were destroyed.

The building destroyed not being large enough to accommodate the Government offices here, the Secretary of Treasury asked Congress to make an appropriation for the purchase of suitable grounds, upon which a building of sufficient capacity could be erected. Under authority granted by an act passed by Congress December 21, 1871, the Secretary of the Treasury solicited bids for such grounds. It was the desire of the Secretary to purchase the remaining portion of the block not owned by the Government, bounded by Monroe, Clark, Madison and Dearborn streets; but the owners of the property in the block placed such a price upon their property that the aggregate cost would have been over two millions of dollars for the additional land wanted. The Secretary declined their proposals, and accepted a bid for the block upon which the present new building stands, at the price of one million

two hundred and fifty thousand dollars, which was paid by the writer to the several parties interested, on warrants drawn by the Secretary of the Treasury.

Under an act of Congress passed March 3, 1873, the ruins of the building and grounds were conveyed to the city of Chicago, in exchange for lands owned by the city on the corner of Polk Street and Fifth Avenue.



RUINS ON LAKE STREET, EAST OF STATE.

NARRATIVE OF ALONZO HANNIS.—The day preceding the night of the fire of October 9, 1871, I was on duty distributing letters for the out-going mails for the Western Division railroads. Shortly after driving home from my day's work and retiring, I was awakened by the noise of several persons passing the house, crying "Fire!" "Fire!" * * * I saw that there was to be quite a conflagration, and started for the locality where the fire was. I discovered that I might do some good by fighting the fire, and prevented it running on to Desplaines Street, between VanBuren and Harrison. I was so employed when I thought of the Post-office. It was then 11:30 o'clock. I tried each bridge on my way to the Post-office, and found that I could cross Randolph-street bridge. When I got to the Court House the cupola had commenced to burn, and several men were trying to save the Sherman House, by destroying the awnings, which had commenced to burn. On my way to the office I met many whom I knew, and I asked them why they did not try to save their property. They replied they were not afraid of being burned out, as the fire would never reach their property. When I arrived at the Post-office, I rang the night bell, which brought the watchman in response, and I was let in. I informed him (Mr. Wells) and the superintendent (Mr. David Green) that the Post-office was to share in the conflagration, and I asked him to allow me to proceed to prepare the un-mailed packages of letters for the mail bags; but the only satisfaction that I got was: "If you touch any letters without orders from headquarters, you will get your discharge." I then informed him that the gas works had burned, and remarked there would not be any light to work by. He said he would go and see how near the fire was. I thought I would also go, but something kept telling me to save the mail. So I commenced work, and during his absence I had it all prepared to be put into bags at a minute's notice. Then the order came to save the mail. This was about two o'clock. With the assistance of William Bliss, I had the western railroad mails in the sacks, locked, and thrown down stairs. By that time there was plenty of help from other clerks. At 2:30 o'clock, Colonel Wood came in, and gave the order to save all the mail that we could. Mr. Bliss and myself went into the delivery cases and secured the mail (letters) in that department, excluding all circulars and newspapers. We two were then left alone, for the order was given to leave the office in haste, as it was on fire. Three times we were called to, but I would not go until I had finished putting the letters into the bag and saw that it was locked and thrown into the lobby, from which it was afterward saved. All this time we were working by the light of the Lombard and Reynolds blocks, which were ready to fall in upon us. I made a rush for the street, fighting my way through the fire, and stumbled across a large No. 1 leather bag full of letter mail. I caught hold of the strap, and dragged the bag through the streets to Michigan Avenue, and there stood guard duty, not only over the bag of mail, but also over a wagon load of fine cutlery from some wholesale cutlery house on Lake Street, near Wabash Avenue. All this time the wind was blowing a perfect hurricane. With sand and fire, my face was black, while my

eyes were red and bloodshot. I saw that the fire was cutting off my chance of escape, so I retraced my way south on Michigan Avenue, and when I arrived at the park in front of Peck Court, I saw a lady sitting upon a bundle of goods. As she had an honest look, I asked her to do me the favor of watching the bag of mail while I went to see if I could find a mail wagon. She seemed very much pleased to do me the kindness, and stood up and spread out her elegant silk dress over the bag, and remarked to me that if any one attempted to take the mail from her possession she would shoot him on the spot. I found the wagon, and at 4 p. m. was very glad to be relieved of the responsibility.

The Tribune of October 16 gives the following statement as to the Custom House and Post-office:

"Some most extraordinary revelations have been made by the fire with regard to the architecture of the Post-office and Custom-house building, which, proving to have been a sham and a fraud of the worst kind, has involved the loss of an immense sum of money. The vault in the sub-treasury office, in which Collector McLean had deposited all the funds pertaining to his department, was built upon the second story. It rested upon two iron pillars built from the basement, with two iron girders of great strength and weight connected with the wall. A third girder connected the two pillars, forming a frame work. A heavy fire-proof vault was built upon this foundation, and proved to be about the weakest in the city to resist the fierceness of the fire. There were in the vault at the time of the fire \$1,500,000 in greenbacks, \$300,000 in National bank notes, \$225,000 in gold and \$5,000 in silver; making a total of \$2,130,000, of which \$300,000 was in specie. In an old iron safe which was left outside the vault was deposited \$35,000, consisting of mutilated bills and fractional currency. This safe was regarded with scorn and deemed unworthy of a place in the vault. But like the little fishes in the net, its insignificance saved it. When the building caught fire and burned with fervent heat, the miserable iron pillars melted, and the immense vault, with its fabulous treasure, fell to the basement, burying the insignificant safe and its mutilated contents. The specie was scattered over the basement floor, and fused with the heat. There are lumps of fused eagles valued at from \$500 to \$1,000 each. * * * About five-sixths of the whole amount was saved. Only one week ago \$500,000 in gold and \$25,000 in silver were shipped from the city. * * * This vault was only one of the frauds. The fire-proof doors of the Post-office vault, in which were stored the records, proved frailier still. The hinges of the massive portals which were

BURNING OF THE COURT HOUSE.—This substantial structure stood in the midst of a square, and it was taken as a matter of course that it would be able to survive, if nothing else should be left standing around it.

"Talk about the Court House," said a leading banker, among the spectators, whose own establishment had already melted to the very foundations; "it will show to be about the only sound building on the South Side to-morrow." And yet, in another five minutes, a great burning timber, wrenched from the tumbling ruins of a LaSalle-street edifice, had been hurled in wild fury at the wooden dome of the Court House. As if a thousand slaves of the fire-king had hidden within the fatal structure, awaiting this signal, the flames seemed to leap to simultaneous life in every part of the building.

MATHIAS SCHAEFFER, the watchman in the tower of the Court House, says that he was constantly on the lookout for fire, as was his duty, and discovered the DeKoven Street light at 9:28. He was relieved at eleven o'clock by Dennis Denene, but remained in the tower. By ten o'clock, cinders and burning materials were seen flying over the South Side. The roof of the Court House caught fire five or six times before he left the building, which was at half-past one. He used two Babcock fire-extinguishers. Shavings had been left in the tower by men who had done some repairs, and the glass in some of the windows was broken. Sparks fell inside, and set fire to the room. Schaffer went down to the street about twelve o'clock, but soon returned. He believed that the men would be able to save the building. About half-past one o'clock he became convinced of the hopelessness of the struggle to save it. Schaffer called to Denene to save himself, but so rapidly did the flames spread through the tower, that the men were badly singed before they could escape. The tower appeared to be completely deluged with fire, which poured against the windows in a solid mass. It seemed to be the center of a burning furnace. Schaffer and Denene caused the Court-house bell to be rung constantly until they were driven from the tower. Schaffer thinks the bell went down at two a. m., October 9.

Mr. Sheahan says:

"Precisely at twenty minutes past two o'clock, the roof of the center building of the Court House fell in."

The Court-house bell, which so faithfully warned the people of the impending danger, and which afterward became historical, because its machinery rang the alarm until it fell, at five minutes past two, Monday morning, was purchased by the city of Jones & Co., bell-founders, of Troy, N. Y., December 3, 1862, at a cost of \$3,688.66. It weighed 10,849 pounds, and measured six feet ten inches across the mouth and five feet two inches in height. After the fire it was sold to private parties, and innumerable mementoes were made of the bell-metal.

Alonzo Hannis, in his narrative, states that he crossed from the West Side, by way of Randolph-street bridge, shortly after half-past eleven. The cupola of the Court House was then on fire, and men were trying to save the Sherman House, by tearing down awnings and other combustible materials. Allowance must be made for the time consumed in the walk to the South Side, which would bring his arrival after midnight.

Henry H. Nash relates that, about twelve o'clock, he saw the fire on the South Side, north of Jackson Street. He dressed quickly, and hastened to the South Side, crossing the Madison-street bridge. The fire was then about at Madison Street, east of Franklin.

Hon. Lambert Tree, who resided on the North Side, awoke at twelve o'clock, dressed himself hastily, and crossed from his home, at the corner of Ohio and Cass streets, to his office, on the corner of LaSalle and Randolph streets. The roof and cupola of the Court House were on fire, when he reached the Court-house square—shortly after midnight.



VIEW ON MICHIGAN AVENUE.

to protect the Government records, were only affixed to a single brick. When, therefore, the walls expanded with the heat, the doors fell out, of their own weight, each hinge carrying with it the single brick which held it, while the remainder of the wall was as firm as possible. Of course, all the records were hopelessly ruined."

It must be borne in mind that the progress of the fire was not continuous. The wind carried the blazing brands far in advance of the main body of flame. Buildings a long distance ahead of the principal fire were destroyed, oftentimes, before those in the very heart of the conflagration were consumed. In many instances, where these advance fires did not wholly destroy at once, they at least served as pioneers to direct the way for the main column. Thus it was with the Chamber of Commerce, the Oriental Building and the Court House. The latter, standing isolated from other buildings, was regarded as safe, until the fiery roof and blazing cupola drove the people from the place.

MAYOR R. B. MASON reached the Court House soon after twelve o'clock. He was busily occupied giving orders from the office of the Police Commissioners, which was in the basement of the building. It was then that the mayor issued orders to Alderman J. H. Hildreth, to use powder in blowing up buildings, at about one a. m. The mayor also went to the jail, in the same basement, and ordered the prisoners removed to a place of safety. Although he knew the building was on fire, Mr. Mason remained at his post. Roswell H. Mason, his son, and Hon. H. G. Miller, were with him, but Judge Miller was called away to look after his block on Washington Street. It was not until the upper portion of the Court House was a mass of fire, and the famous bell came crashing and clanging down, that Mr. Mason sought personal safety. By this incident, we fix the instant of the falling of the bell at five minutes past two. When Mr. Mason reached the street, and looked south, along LaSalle Street, "it appeared like a furnace, all fire—the whole street being filled with flame." Washington Street presented a similar aspect. Mr. Mason hurried to Randolph Street, and, looking to the eastward for a place of escape, he found only a wall of flame. The mayor desired to reach his home, corner of Michigan Avenue and Twelfth Street, but how to do so was a problem. He proceeded north on LaSalle to Lake, and again looked to the eastward. Nothing was visible save a mighty flood of fire. He hastened to South Water Street. Everywhere fire—fire. He could not even reach Clark Street. His son accompanied him. They determined to go to the North Side, thence east to Rush-street bridge, and perchance to their home. Just then, Hon. Julian S. Rumsey, who was on his way to his home, at the northeast corner of Cass and Huron streets, on the North Side, came up. Together they tried to go through the LaSalle-street tunnel, but the thoroughfare was filled with a struggling mass of humanity. Failing in that attempt, they went to the Wells street bridge, and crossed to the North Side.

Mr. Rumsey invited the Masons to his house, to partake of needed refreshments, but the offer was declined. Moving rapidly to the east, they reached a point near the present Criminal Court building, and inferred that the fire had attacked Wright's stables, just northeast of the State-street viaduct. The appalling outlook confounded them. Mayor Mason and his son left Mr. Rumsey, and pushed on rapidly toward Rush-street bridge, which they reached ahead of the fire. Crossing the same in safety, they hurried southward, and reached their home at half-past four.

Resuming the thread of narrative where it was temporarily dropped, in order to preserve Mayor Mason's statement intact, the reader's attention is called to the condition of the South Side at midnight.

At the Court House, as has been shown, the fire had communicated with the roof and dome several times, only to be extinguished. Finally it caught such a hold that the tower had to be abandoned. The great bell, which had been clanging fitfully all night, now kept up an incessant rattle, the machinery having been set by the keeper as he descended. The buildings on all sides were in flames, and the streets filled with ruins of fallen walls. The prisoners in the county jail, almost suffocated with smoke, ran to the doors of their cells and shook the iron bars with the strength of frenzy, uttering fearful yells and imprecations of despair, as a horrid fear that they were to be burned alive possessed them. Captain Hickey, seeing that there was no hope of saving the building, ordered the cells to be unlocked, and in a moment the released prisoners, all bareheaded, many barefooted, rushed into the street, yelling like demons. A large truck, loaded with ready-made cloth-

ing, was passing the corner of Randolph Street at the time. In an instant the ex-prisoners swarmed upon it, emptied it of its contents and fled to remote alleys and dark passages to don their plunder and disguise themselves. Not all, however, escaped. Those charged with murder, except Nealy accused of murdering a man on Canal Street, were securely handcuffed and led away between guards. Meanwhile, the bell still clanged incessantly, the flames lit up the faces of the great clock with more than noontide light, the building glowed without and within like a furnace. Some of the prisoners were taken to the North Side station, only to be forced out, as the fire reached Chicago Avenue, on Monday. Several escaped at that time. One man, charged with murder, gained his freedom, but voluntarily surrendered himself, a day or two later.

THE SPREADING OF THE FIRE.—As many as a dozen different fires were raging at once; the flames on Wells, Franklin and Market streets marched steadily toward the northeast, crossing Madison, below Wells. But before they had reached this point, the Union Bank and Oriental building were on fire, the Chamber of Commerce was seamed with flame and enveloped in smoke, the low brick block opposite the Sherman House was ablaze, and the roof of the Court House was strewn with embers, each of which sank out of sight to be succeeded by ominous puffs of pale blue smoke, slowly reddening.

One writer said :

"It was this peculiar progress of the flames which lent to the great fire a distinctive and terrible character. The flames advanced like the charges of an army. Single Uhlans skirmished here and there far in front, then small detachments cut off the weaker and outlying forces, then well-developed battles took place around the stout buildings, which stood firm like the squares of the 'Old Guard' amid the rout at Waterloo, and finally the main body of fire came up and swept those solitary resisting eddies into the great general tide of ruin. So while the scenes in one street and at one hour might stand for those in the city generally and through the whole night, yet around each of the great buildings, as the Court House and the gigantic hotels, episodes of thrilling and peculiar interest took place."

Another writer on the Times observed :

"As early as twelve o'clock, the air of the extreme South Division was hot with the fierce breath of the conflagration. The gale blew savagely, and upon its wings were borne pelting cinders, black, driving smoke, blazing bits of timber, and glowing coals. These swept in a torrid rain over the river, drifting upon house-tops, and drying the wooden buildings along the southern terminus of Market, Franklin, Adams, Monroe and Madison streets still closer to the combustion point, for which they were already too well prepared. The houses were covered with anxious workers, and cistern streams, tubs and buckets were in constant use to subdue the flying bits of fire that were constantly clinging to shingles and cornices."

"Passing eastward over Madison-street bridge at midnight was an undertaking accompanied with the risk of suffocation; while, once across, the hot wind tore so fiercely along the thoroughfare in question as to wrench off signs and topple over sheds."

The streets were now swarming, in this portion of the city, with the wretched people who had been driven from their homes by the fire in the West Division. A large portion of these were directing their way towards the North Side, and one of the most pitiable sequences of the continued conflagration was, that hundreds of poor families were forced, on several occasions, from the places where they had vainly hoped to find rest, after having been burnt out the night before."

The Post, in its description of the fire, published on the 17th of October, said :

"From the roof of a tall stable and warehouse to which the writer clambered, the sight was one of unparalleled sublimity and terror. He was above almost the whole fire, for the buildings in the locality were mostly wooden structures. The crowds directly under him could not be distinguished, because of the curling volumes of crimsoned smoke, through which an occasional scarlet rift could be seen. He could feel the heat and smoke and hear the maddened

Babel of sounds, and it required but little imagination to believe one's self looking over the adamantine bulwarks of hell into the bottomless pit. On the left, where two tall buildings were in a blaze, the flame piled up high over our heads, making a lurid background, against which were lined in strong relief the people on the roofs between. Fire was a strong painter and dealt in weird effects, using only black and red, and laying them boldly on. We could note the very smallest actions of these figures—a branchman wiping the sweat from his forehead and resettling his helmet; a spectator shading his eyes with his hand to peer into the fiery sea; another gesticulating wildly with clenched fist brought down on the

cursing, threatening, imploring, fighting to get free. Liquor flowed like water; for the saloons were broken open and despoiled, and men on all sides were to be seen frenzied with drink. Fourth Avenue and Griswold Street [Pacific Avenue] had emptied their denizens into the throng. Ill-omened and obscene birds of night were they—villainous, debauched, pinched with misery, they flitted through the crowd, ragged, dirty, unkempt,—those negroes with stolid faces and white men who battened on the wages of shame; they glided among the mass, like hyenas in search of prey. They smashed windows with their naked hands, regardless of the wounds inflicted, and with bloody fingers rifled till and shelf and cellar, fighting viciously for the spoils of their forage. Women, hollow-eyed and brazen-faced, with filthy drapery tied over them, their clothes in tatters and their feet in trodden-over slippers, moved here and there—scolding, stealing, fighting; laughing at the beautiful and splendid crash of walls and the falling roofs. One woman was drawn out of a burning building on Adams Street three times, but rushed back, insane for the moment. Everywhere, dust, smoke, flame, heat, thunder of falling walls, crackle of fire, hissing of water, panting of engines, shouts, braying of trumpets, wind, tumult, and uproar."

The Times, in its graphic resumé, describes the scene from about one o'clock, on the South Side, as follows:

"The course of the fire was now directed almost due east for a few minutes, and Hooley's Opera-house, the Republican office, and the whole of Washington Street to Dearborn was consumed.

"Crosby's Opera-house came next in order. Renovations to the extent of \$80,000 had just been instituted in this edifice, and the place was to have been re-dedicated that same night by the Thomas orchestra. The combustible nature of the building caused it to burn with astonishing rapidity, and soon its walls surged in, carrying with them, among other treasures, the contents of three mammoth piano houses and a number of art treasures, including paintings by some of the leading masters of the old and new worlds.

"The St. James Hotel was next fired. And here, at the corner of State and Madison streets, the two savage currents of fire that had parted company near the Chamber of Commerce joined hideous issue once more. The course of one of these currents has been indicated. The other had swept down Franklin, Wells and LaSalle streets to the main banks of the river, swallowing elevators, banks, trade palaces, the Briggs, Sherman, Tremont and other large hotels, Wood's Museum, the beautiful structures of Lake and Randolph streets and the entire surface comprised between Market, South Water, Washington and State streets. Many lives were known to have been lost up to this time; but in the infernal furnace into which Chicago had been turned, it was impossible to conjecture, or to dare imagine how many. The heat, more intense than anything that had ever been recorded in the annals of broad-spread conflagrations in the past, had fairly crumbled to hot dust and ashes the heaviest of building stone. Of what chance was there then of ever finding the remains of lost humanity by those who were already inquiring, with mad anxiety, for the missing ones? But all thoughts of others soon began to vanish in fears for the safety of the living. The stoutest of masonry and thickest of iron had disappeared like wax before the blast.

"Field & Leiter's magnificent store, second only in size and value of contents to one dry goods house in the land, was already in flames. The streets were fast becoming crammed with vehicles conveying away valuables, and the sidewalks were running over with jostling men and women, all in a dazed, wild strife for the salvation of self, friends, and property. The thiefing horror had not yet broken out, and up to this time there had been a common noble striving to aid the sufferers and stay the march of the demoniac fire.

"But now the sensation of weary despair, mingled with a grim acceptance of crushing fate, began to be noticed in the tones and doing of the populace. Liquor had flown freely, and from its primal nerving to heroism had passed to the usual inciting to recklessness and indifference. Thieves were beginning to ply their trade, and for once found more to steal than they could carry away, and express drivers and hackmen were charging atrocious prices ere they would consent to aid in removing goods from buildings thus far unconsumed. Hundreds of poor families were being rendered homeless, presenting pictures of squalid misery most pitiable. This was the first path that like an immense wind-fall, mowed its way through the heart of the city, to the North Division on the one hand and to the lake on the other. Cracking and laughing demoniacally at the ruin and misery left behind, eager for more valuable prey, the flames sped on, taking in their



RUINS, CORNER OF LAKE AND CLARK STREETS.

palm of his hand, as he pointed toward something, we could not see what. To the right, the faces in the crowd could be seen on the streets below, but not the bodies. All faces were white and up-turned, and every feature was as clearly marked as if it were part of an alabaster mask. Far away, indeed for miles around, could be seen, ringed by a circle of red light, the sea of housetops, broken by spires and tall chimneys. To the eastward was the black and angry lake.

"The brute creation was crazed. The horses, maddened by heat and noise, and irritated by falling sparks, neighed and screamed with affright and anger, and roared and kicked, and bit each other, or stood with drooping tails and rigid legs, ears laid back and eyes wild with amazement, shivering as if with cold. Dogs ran hither and thither, howling dismally. When there was a lull in the roaring, far-off dogs could be heard baying and cocks crowing at the unusual light. Great brown rats, with beadlike eyes, were ferreted out from under the sidewalks, by the flames, and scurried along the streets, kicked at, trampled upon, hunted down. Flocks of beautiful pigeons, so plentiful in the city, wheeled up aimlessly, circled blindly, and fell into the raging fire beneath. At a bird-fancier's store on LaSalle Street the cries of his imprisoned pets sounded like human wallings, as the suffocating flames reached them.

"The firemen labored like heroes. Grimy, dusty, hoarse, soaked to the skin—time after time they charged upon the blazing foe, only to be driven back to another position by the increasing fierceness, or to abandon their task as hopeless. Or, while hard at work, the wind would shift, a puff of smoke would come from a building behind them, followed by belching flames, and they would discover that they were outflanked. There was nothing to be done but to gather up their hose, and lash the snorting horses through the flames to a place of safety beyond.

"The people were mad. Despite the police—indeed, the police were powerless—they crowded upon frail coigns of vantage, as fumes and high winds whirled, and were propped on wooden piles, which fell beneath their weight, and hurled them, bruised and bleeding, in the dust. They stumbled over broken furniture and fell, and were trampled under foot. Seized with wild and causeless panics, they surged together, backwards and forwards, in the narrow streets,

course—the track continually widening from the causes mentioned above—Farwell Hall and the elegant stone structures surrounding it, and all the newspaper offices except that of the Tribune, leaving nothing behind but the grandest ruins the world ever saw. Hundreds of the buildings destroyed by this single charge of the devastating fiend were models of architectural beauty.”

The Times stated, relative to the gale which prevailed, that

“It might be of interest here to note the peculiarities of the wind currents and their effects, which were such as could only have been produced by such a conflagration as is being described. During all this time, as during the entire continuance of the fire, the wind was blowing a gale from a southwesterly direction; and, above the tops of the buildings, its course, from midnight until 4 or 5 o'clock, varied but little, not veering more than one or two points of the compass. To the observer on the street, however, traversing the thoroughfares and the alleys, the wind would seem to come from every direction. This is easily explained. New centers of intense heat were being continually formed, and the sudden rarefaction of the air in the different localities, and its consequent displacement, caused continually artificial currents, which swept around the corners and through the alleys in every direction, often with the fury of a tornado. This will account partly for the rapid widening of the tracks of devastation from their apex to the lake, as well as the phenomenon of the fire—to use a nautical phrase,—“eating into the wind.”

“All along the east side of State Street, where stood some of the loftiest marts in the city, and on Wabash and Michigan avenues, it was considered that comparative safety was insured. However, many of the dwellers on those last thoroughfares, as well as those persons who owned mercantile houses in the vicinity, took the precaution to remove large quantities of their more valuable goods to the open spaces of Dearborn Park and the ‘lake front.’ Here all was presumably safe. And yet this very quarter was doomed to be the converging point for the two armies of fire that had parted from each other near the gas works. The march of the northward-striding line, with its slight but steady deflection to the east, has been shown; that which hurried to the lake from the southern end of the Michigan Southern depot, had been slower in its labors, but none the less vindictively accurate in its work of ruin. It had swept from existence the shabbier structures of Third and Fourth avenues, and had crept unrelentingly onward until the DeHaven Block, and the towering grandeur of the Bigelow House (on Dearborn, between Quincy and Adams), and Honoré’s two massive buildings had fallen into ruin. As these three noble structures reeled to the ground, the day was fully ushered in; but in the murky sunlight, the work of devastation still held on.

“From the Bigelow House to the Academy of Design (Nos. 66 and 68 Adams Street) was less than a block. Within its walls were husbanded some of the noblest works of art America could boast. Among these were a number of paintings which had just arrived in the city, and which were intended for display at the forthcoming fall exhibition,—a new work by Bierstadt, valued at \$15,000; dozens of precious pieces by leading artists of other cities; and the studios with most of the contents, of more than twenty home painters. Rothermel’s great canvas, ‘The Battle of Gettysburg,’ the property of the State of Pennsylvania, and the grandest historical picture in the country, was cut from its frame, and saved.

“The Palmer House fell at nearly the same time as the Academy of Design.”

The hotels were, as usual, filled with guests, who having, up to two o'clock, no intimation that any danger threatened, were all soundly sleeping at that hour. There was the greatest danger—indeed, one might say almost a certainty—that many of these would perish before they could be aroused and got out of the vast buildings in which they were imprisoned. It is now believed, however, that all the occupants of the hotels—the nine-story Palmer, the seven-story Sherman, the Tremont, the Briggs, and the rest—descended in safety to the streets, whatever may have been their fate afterward. Undoubtedly many of them perished in trying to thread their way through the burning streets, unacquainted, as they were, with the geography of the city, and hindered by their attempts to save their luggage.

A writer on the Post described the scene at the firing of the Sherman House:

“The Sherman House, notwithstanding its many windows, resisted stoutly. The flames were around it and beyond, but it stood majestically, its white walls rosy and its windows bright

with the reflected glare. The woodwork and roof were smoking in places, but for nearly an hour the house held good. Suddenly, a spirit of flame came from a window in the third story on the southern face; another and another followed; and soon from every window was hung out a red festoon, while great coils of black smoke twisted around the eaves, and met above the roof, where the flames were already bursting through.”

W. S. Walker says:

“The scenes at the destruction of the Sherman House were marvellously thrilling. Upwards of three hundred guests were lodged there. At the time the fire approached, there were left in active charge only the night clerk and an assistant. The night clerk was a cool, energetic young man, with a remarkable fund of good sense. Of the three hundred guests, a large number were ladies,



RUINS OF D. B. FISK'S STORE.

unaccompanied by male escort; and of these, five were so sick as to be confined to their beds. The clerk having, some time before, secured the valuable papers of the place, proceeded, with his assistant, to arouse every sleeper in the house. The lone women were promptly conveyed to the lake shore, and there placed in charge of policemen, who took them beyond reach of further danger. The sick ladies were placed in hacks, and were being driven away, when, followed by his assistant, and seized with a terrible suspicion, he rushed after and stopped them. Only four were there; five had certainly been recorded in the sick book of the hotel. Back into the now trembling building dashed the two men,* one snatching an ax from a fireman as he passed. Up the stairway, and through the smoke-reeking halls they groped, until the door they desired to find was reached. Two lusty blows, and it crashed, revealing the woman half-raised in terror in the bed. It was the first intimation of the danger that she had received. A word of explanation, and she had directed them to a closet where hung a dress and a cloak of uncommonly thick stuff. A pitcher and basin, fortunately full of water, served to drench these garments and the main quilt of the bed, and in them was quickly wrapped the invalid. Portions of the soaked clothing were then thrown over their own heads; and in a space of time hardly longer than it has taken to pen this episode, those heroes had instinctively found their way through the familiar passages of the house to the street. When the writer saw them placing the fainting woman in a carriage, portions of their clothing had been burned, and the hands of one were badly scorched. A few minutes afterward, the hotel was one of the most complete wrecks of the night.”

The personal experiences of guests at the Palmer House are narrated effectively in the following sketch:

NARRATIVE OF MRS. ALFRED HEWARD. — Journeying from New London, Conn., with my husband and daughter, to our home in Iowa, it was found necessary, as often before, to spend Sunday in Chicago, and all through the weary hours of October 8, 1871, we were enjoying pleasant anticipation of the rest and comfort so sure to be found at the Palmer House. Arriving late, and leaving most of our baggage at the Union depot, we were soon comfortably

* The name of the clerk was John Hickie.

established at the hotel, which seemed almost like a home to us. The wind was high on Sunday morning, and kept increasing; and as we walked to church, covering our faces from the dust, my husband remarked, "How fortunate that the fire was last night instead of to-day."

Returning from an evening service, we were told that another fire had broken out in the western part of the city, and was progressing rapidly. We immediately took the elevator to the upper story of the Palmer, saw the fire, but, deciding that it would not cross the river, descended to our rooms in the second story, to prepare for sleep. Husband and daughter soon retired; I remained up to prepare for the morrow's journey, and thus gain a little time for shopping before the departure of the train, at eleven a. m. Feeling somewhat uneasy, I frequently opened the blinds, and each time found the light in the streets increased, until every spire and dome seemed illuminated. I aroused my husband, asking him to go out and investigate once more; which he did, telling me, on his return, not to be alarmed, as there was no danger in our locality. About eleven p. m. I retired, but could not sleep, and it seemed not more than half an hour before there was a rapping at every door, and finally at ours, to which my husband responded, very coolly, "What's wanted?" "Fire, sir!" was the answer; and the same moment we were on our feet. Our daughter was awakened, toilets soon made, and no time wasted in gathering together bags and shawls, ready for departure. By this time, my husband, who had stepped out to reconnoitre, returned, saying that everyone was stirring, and that he saw gentlemen dragging their own trunks down the stairs. The clerks at the office assured him there was no immediate danger, but they thought it well enough to be prepared. Then we all went once more to the seventh story, looked in vain for any evidence that the fire was decreasing, returned to our room, picked up our parcels, including the trunk (for no porters were to be found), descended to the office, paid our bill, and sat down to wait. Finally, leaving our daughter in charge of the baggage, I went with my husband into the street, and around to the rear of the building, where the fire was distinctly visible, and apparently only two blocks from us. Within the house, the perfect quiet had astonished us—every man taking care of his own, silently and rapidly, few words being spoken; only some ladies, unaccompanied by gentlemen, consulting together in whispers what they should do if compelled to leave the house. Outside we found confusion. Irish women, with beds upon their shoulders, crying noisily; children following as best they might; and all going—they knew not whither—only away from their burning homes. Evidently the Palmer House was in great danger, and it was better to leave it now than to wait; but how to remove our baggage was the next question. Once we thought we had secured a cart or wagon; but no sooner was the trunk thrown on than it was pulled off again by some one claiming a prior right, and we were glad to accept the services of two boys, who, for sufficient compensation, agreed to carry it between them; and thus we sallied forth, a little before one a. m., to reach, if possible, the house of my relative Mr. G. S. Hubbard, on LaSalle Street, a long mile and a half from the hotel. Our boys ran at full speed, and we followed, crossing State-street bridge amid a shower of coals, driven by the furious wind from burning buildings and lumber yards, and which, seeming to be caught by an eddy, were whirled in our faces.

The crowd thickened every moment; women with babies and bundles, men with kegs of beer—all jostling, scolding, crying or swearing; and we were thankful to turn from this great thoroughfare to a more quiet street, calling to the boys to slacken their speed and give us a chance to breathe. It must have been 1:30 a. m. when we reached Mr. Hubbard's, thankful that we had, as we supposed, found a place of safety. We dismissed our boys, with \$10 for their services, and, ringing for admittance, were met at the door by our friends, who were all astir—less on account of apprehension for their own safety than a desire to help others. Soon other friends of the family began to arrive, some already homeless, until the rooms were filled. The fire, meanwhile, was coming nearer; and just as we began in earnest to pack necessary things for removal, the gas works were destroyed,* and candles had to be resorted to. Every one thought that house might be saved, standing as it did on a corner, and disconnected from every other building, but ~~it was~~ *it was* ~~soon~~ *soon* ~~smoked~~ *smoked* ~~us~~ *us* ~~through~~ *through* the night, preparing for the worst, and running off to the garret to see if the worst was not over. In the early morning men came, tore up carpets to cover the roof, draining both cisterns to keep the carpets wet, hoping if possible to stop the fire at that corner. Oh, how they worked! The thoughtful *ladies* ~~ladies~~ *ladies* ~~procured~~ *procured* ~~refreshments~~ *refreshments* as long as it was possible, and when *all* ~~supplies~~ *supplies* ~~were~~ *were* ~~exhausted~~ *exhausted*, the men labored on—panting and parched with thirst—drinking the very dregs of the cistern water, from tubs in the kitchen, as they passed through. All said, "This house will not burn!" but they might as well have tried to quench Vesuvius. The faintest increased. A wooden block near by flashed

* The gas in the houses supplied light some time after the works were destroyed, at about 12:30.

into flame, and at eleven a. m. the cornice was blazing, and we were obliged to go out through the alley to escape the heat and cinders; but where to go we could not tell. From this point it is impossible for me to describe the course of our wanderings. I only know that we crossed to the west side of the river and reached some depot—I think the North-Western—in season to see the train departing, but hearing that a train on the Chicago, Burlington & Quincy Railroad would leave about three p. m., we again set forth. It was a weary march of many miles after leaving LaSalle Street. Exhausted and foot-sore, we often sat on door steps and curb stones to rest—drank beer at the street corners—dropped to sleep while waiting to be served, and finally, at a little station in the outskirts of the city, in company with other refugees like ourselves, we patiently waited for the departure of the train for Aurora, where we passed the night. Strange to say, we lost nothing by the fire; the baggage at the Union depot was all moved and protected—the few things at Mr. Hubbard's were not stolen, like some of theirs, but were carefully restored to us.

And now, looking back after the lapse of nine years [this was written in 1880], the whole scene seems like a fearful dream; and yet, strange as it may seem, there are some pleasant things to be remembered; and since it was to be, I have never regretted that we were allowed to see that burning city. Having nothing of our own at stake, we could perhaps look on more coolly than some others. I remember being impressed at the time with the different phases of character so suddenly unveiled. The dear friends who so kindly sheltered us in our extremity, and who, for the last time, threw open those hospitable doors, not to friends merely, but to strangers as well—feeding the hungry, helping and sympathizing with those whose trials seemed greater than they could bear; those friends who looked on calmly as the devouring flames approached their beautiful dwelling, showing plainly that their treasure was laid up in a better country, where they looked for "a house not made with hands." Some came there, trembling and fearful, wholly broken down, as it were, with their own grief; some came professedly to help—really to pilfer; but the majority were calm, earnest, resolute helpers, and if ready hands and willing feet could have availed anything, that house would have been saved. As it is, we are thankful that lives were spared, new comforts provided, and faith strengthened in Him who said, "Not as the world giveth, give I unto you."

VARIED SCENES ON THE SOUTH SIDE.—Mr. Chamberlin gives a description of the scene on Randolph Street at four o'clock Monday morning. He says:

"The noise of the crowd was nothing compared with this chaos of sound. All these things—the great, dazzling, mounting light, the crash and roar of the conflagration, and the desperate flight of the crowd—combined to make a scene of which no intelligent idea can be conveyed in words. When it became too hot on Randolph Street, I retired to the eastern approach of the bridge on that street. A knot of men had gathered there, from whom all signs of excitement had disappeared. It was then almost four o'clock, and whatever excitement we had felt during the night had passed away. Worn out with two nights of exertion, I sat up on the railing and looked down on the most appalling spectacle of the whole night. The Briggs House, the Metropolitan House, Peter Schuttler's wagon manufactory, Heath & Milligan's oil establishment (stored five stories high with exceedingly inflammable materials), the Nevada Hotel, and all the surrounding buildings, were in a simultaneous blaze. The flames, propelled by variable gusts of wind, seemed to pour down Randolph Street in a liquid torrent. Then the appearance was changed, and the fire was a mountain over our heads. The barrels of oil in Heath & Milligan's store, Nos. 170 and 172 Randolph Street, exploded with a sound like the rattling of musketry. The great north wall of the Nevada Hotel plunged inward with hardly a perceptible sound, so great was the din of the surrounding conflagration. The Garden City House (Market, corner of Madison) burned like a box of matches; the rapidity of its disappearance was remarked by everybody. Toward the east and northeast, we looked upon a surging ocean of flame. Meanwhile, a strange scene was being enacted in the street before us. A torrent of humanity was pouring over the bridge. Madison-street bridge had long before become impassable, and Randolph was the only outlet for the entire region south of it. Drays, express wagons, trucks, and conveyances of every conceivable species and size, crowded across in indiscriminate haste. Collisions happened almost every moment; and when one over-loaded wagon broke down, there were enough men at hand to drag it and its contents over the bridge by main force. The same long line of men dragging trunks was there, many of them tugging over the ground with a load that a horse would strain at. Women were there, looking exactly like those I had seen all night, staggering under weights upon their backs. * * * Now and then a stray schooner, which, for want of a tug, had been unable

to escape earlier from the South Branch, came up, and the bridge must be opened. Then arose a howl of indignation along the line, which, being near, was audible above the tumult. A brig lay above us, in the stream, and the captain was often warned by the crowd that he must make his exit at once, if he wished to save his craft—a suggestion he doubtless appreciated, as he stood upon the quarter-deck, calling frantically to every tug that passed. * * * I saw an undertaker rushing over the bridge with his mournful stock. He had taken a dray, but was unable to load all of his goods into the vehicle: so he employed half a dozen boys, gave each of them a coffin, took one himself, and headed the weird procession. The sight of those coffins, upright, and bobbing along just above the heads of the crowd, without any apparent help from anybody, was somewhat startling, and the unavoidable suggestion was that they were escaping across the river, on their own account, to be ready for use when the debris of the conflagration should be cleared away. But just as men in the midst of a devastating plague carouse over each new corpse, so we laughed merrily, with grim enjoyment of the ominous spectacle. * * * At last it became too warm to be comfortable on the east side of the river. The fire was burning along Market Street, and many were the conjectures whether Lind's Block, on the fractional block between Lake, Randolph, Market and the river, would go. The buildings opposite burned with a furnace heat, but Lind's Block remained, a monument to its own isolation. * * * Tired with my two nights' work, I joined the crowd, crossed the river, went up Canal Street, and lay down on a pile of lumber in Avery's lumber yard. My position was at the confluence of the North and South branches, directly opposite the middle of the main river, and exactly on the dock. * * * Wells-street bridge took fire, and, as something novel, attracted our listless attention, the south end of the bridge caught alight, and then the north end: but the north end burned less rapidly than the south, and soon outbalanced the latter, when, of course, the whole structure tipped to the northward, and stood fixed, one end in the water, at an angle of about sixty degrees. Then the fire communicated with the whole framework, till the bridge looked like a skeleton with ribs of fire. But presently the support underneath burned away; then the skeleton turned a complete summersault, and plunged into the river, as if seeking refuge from the flames that were consuming it."

Apparent anachronisms are impossible of avoidance in this recital and in the presentation of the reminiscences of others. But, although the integral elements of the topic may be kaleidoscopic, yet the whole be as harmonious as that scientific toy. With this quasi-apology, another statement is given—that of the late James Washington Sheahan, one of the ablest journalists upon the Chicago press. Mr. Sheahan, writing of the scenes in the streets, says:

"Some were philosophical, even merry, and witnessed the loss of their own property with a calm shrug of the shoulders, although the loss was to bring upon them irremediable ruin. Others clenched their teeth together, and witnessed the sight with a sort of grim defiance. Others, who were strong men, stood in tears; and some became fairly frenzied with excitement, and rushed about in an aimless manner, doing exactly what they would not have done in their cooler moments, and almost too delicious to save their own lives from the general wreck. Of course, the utmost disorder and excitement prevailed, for nearly every one was, in some degree, demoralized, and, in the absence of both gas and water, had given up the entire city to doom. Mobs of men and women rushed wildly from street to street, screaming, gesticulating, and shouting; crossing each other's paths, and intercepting each other as if just escaped from a mad-house. The yards and sidewalks of Michigan and Wabash avenues, for a distance of two miles south of the fire limit in the South Division, were choked with household goods of every description—the contents of hovels and the contents of aristocratic residences huddled together in inextricable confusion. Elegant ladies, who hardly supposed themselves able to lift the weight of a pincushion, astonished themselves by dragging trunks for a long distance. Some adorned themselves with all their jewelry, for the purpose of saving it, and struggled along through the crowds, perhaps only to lose it at the hands of some ruffian. Delicate girls, with red eyes and blackened faces, toiled, hour after hour, to save household goods. Poor women staggered along with their arms full of homely household wares, and mattresses on their heads, which sometimes took fire as they carried them. Every few steps along the avenues were little piles of household property, or perhaps, only a trunk, guarded by children, some of whom were weeping, and others laughing and playing. Here was a man sitting upon what he had saved, bereft of his senses, looking at the motley crowd with staring vacant eyes; here, a woman weeping and

tearing her hair, and calling for her children, in utter despair; here, children, hand in hand, separated from their parents, and crying with the heart-breaking sorrow of childhood; here, a woman kneeling on the hot ground, and praying, with her crucifix before her. One family saved a coffee-pot and chest of drawers, and, raking together the falling embers in the street, were boiling their coffee as cheerily as if at home. Barrels of liquor were rolled into the street, from saloons, and men and boys drank to excess and staggered about. Some must have miserably perished in the flames. * * * Thieves pursued their profession with perfect impunity. Lake and Clark streets were rich with treasure, and hordes of thieves entered the stores and flung out goods to their fellows, who bore them away without opposition. Wabash Avenue was literally choked up with goods of every description. Every one who had been driven from the burning portion of the Division, had brought some articles with them, and been forced to drop some, or all of them. Valuable oil paintings, books, pet animals, musical instruments, toys, mirrors, bedding and useful and ornamental articles of every kind, were trampled under foot by the hurrying crowd. The streets leading southward from the fire were jammed with vehicles of every description, all driven along at top speed. Not only the goods which were deposited in the streets took fire, but wagon-loads of stuff in transit, also kindled, and the drivers were obliged to cut the traces to save their animals. There was fire overhead, everywhere—not only on the low, red clouds which rolled along the roofs, but in the air itself, filled with millions of blazing fagots, that carried destruction wherever they fell. Those who did rescue anything from the burning buildings, were obliged to defend it at the risk of their lives. Expressmen, and owners of every description of wagons, were extortionate in their demands, asking from twenty to fifty dollars for conveying a small load a few blocks. Even then there was no surety that the goods would reach their place of destination, as they were often followed by howling crowds, who would snatch the goods from the wagons. Sometimes thieves got possession of vehicles, and drove off with rich loads of dry goods, jewelry, or merchandise, to out-of-the-way places. A mere tithe of the immense treasures piled up in these palatial warehouses was saved."

The unavoidable removal of lawful restraint was quickly productive of evil results. The vicious classes held high carnival. This phase of the terrible calamity is described by Mr. Walker:

"Before daybreak, the thieving horror had culminated in scenes of daring robbery, unparalleled in the annals of any similar disaster. In fact, earlier in the history of the flames the pilfering scoundrels had conducted operations with their usual craft and cunningness at evading observation. But, as the night wore on, and the terrors aggregated into an intensity of misery, the thieves, amateur and professional, dropped all pretences at concealment and plied their knavish calling undaunted by any fears of immediate retribution. They would storm into stores, smash away at the safes, and if, as was happily almost always the case, they failed to effect an opening, they would turn their attention to securing all of value from the stock that could conveniently be made away with, and then slouch off in search of further booty. The promise of a share in the spoils gave them the assistance of rascally express-drivers, who stood with their wagons before doors of stores, and waited as composedly for a load of stolen property to be piled in as if they were receiving the honestly-acquired goods of the best man in town. This use of the express-drivers was a double curse, in that it facilitated the abstracting of plunder, while it also took up the time of teams which might otherwise have been used by the merchants. The wagons, once heaped with the loads, were driven pell-mell through the city, adding to the dangers and the accidents of the surcharged streets, and the property was safely 'cached' in the country. Remonstrances on the part of the owners availed nothing. With no one to aid them in the preservation of their goods, or to assist in the apprehension of the villains, the merchant was compelled to stand quietly aside and see his establishment systematically cleaned out by the thieves, and then laid in ashes by the flames. Several cases occurred in which the owners of stores came to the conclusion that if their places must go and nothing could be preserved, some decent people should have the benefits accruing therefrom; they accordingly threw open their stores, and issued a loudly-delivered invitation to the crowd to hurry in and take away all they might be able to carry. The scenes of robbery were not confined to the sacking of stores. Burglars would raid into the private dwellings that lay in the track of the coming destruction, and snatch from the cupboard, bureau, trunk or mantel, anything which their practical senses told them would be of value. Interference was useless. The scoundrels hunted in squads, were intemperate with drink, and were alarmingly demonstrative in the flourishing of deadly weapons. Sometimes women and children, and not infrequently men, would be stopped as they were bearing from their homes objects of espe-

cial worth, and the articles would be torn from their grasp by gangs of these wretches.

"Reference has been made to the flow of liquor. Up to three or four o'clock in the morning there was a surprisingly small percentage of intoxicated persons to be seen in any quarter. But as the physical and mental exhaustion pressed heavier, and as the dull horror began to settle upon each soul that perhaps not one stone might be left standing upon another, the inexplicable seeking for an assuage of trouble in potent alcohol followed. Saloon-keepers rolled barrels of the poison into the street, and the owners of great liquor-houses threw open their doors to the overwrought and haggard populace. Men drank then whose lips had never before been crossed by alcohol; while those who had hitherto tasted of its Lethedraughts only on rare occasions, now guzzled like veteran toppers. This was a new accession to the woe of the event. There were hardened women reeling through the crowds, howling ribald songs; coarse men were breaking forth with leering jokes and maudlin blasphemy; women of the highest culture tossing down glasses of raw whisky; ladies, with cinder and tear begrimed faces, pressing cups with jeweled fingers; while of rich and poor, well-bred and bores, the high and low, there were few who did not seem to have been seized with the idea that tired nature must finally succumb unless some stimulant was used. All were not intoxicated. There were probably thousands who found in wine, or stronger fluids, the nerving to new deeds of heroism and quiet bravery. But the drunken phase was a terribly prominent one, and one that entailed an awful addition to the woes of the conflagration."

THE FIRE AS SEEN FROM THE SOUTH.—A calamity of this magnitude can not be described in exact sequence of time. It becomes necessary to pause in the narrative, and take up a new thread at another point. The Post thus describes the outlook from the south:

"That a fire of considerable proportions was raging on the West Side was known at ten o'clock Sunday evening to persons residing on the South Side, but the fact created so little apprehension that people sought their beds, and many never knew the awful destruction until their usual rising hour in the morning. This, however, was not true of people living north of Twelfth Street; for long before daylight they were warned of the devastation which came upon most and threatened all. At two o'clock, a reporter of the Post ran from his residence to Polk-street bridge. The fire at that time had not crossed the river so far south, but to those residing between the river and the lake it seemed, from the flames, that the fire was immediately upon them. No one knew the extent the disaster had attained, even at that hour. None would have believed it. From the bridge, the West Side seemed all in flames. The crowd cried, 'Is the river a barrier?' The answer came from the fire itself. It did not cross the bridge, for that had been swung open; it leaped the river at a single bound, and caught in its hot and destructive embrace the lumber yard lying south of Polk Street. So sudden was its crossing that numbers of persons standing on the approach to the bridge narrowly escaped suffocation, and saved themselves only by a hasty retreat through the hot, black smoke that already swept across the street."

"On the northwest corner of Polk and Wells streets stood the old Bridewell, which was then used as the headquarters of the First Precinct police. The buildings were of wood. In a moment they were in flames. There were twenty-five prisoners in the lockup. The keeper opened the door, and bade them run for their lives. They obeyed with fleetness—all save one, who was lying on the floor, stupidly drunk. The keeper could not rouse him."

"To Sherman and Clark, to Fourth and Third avenues, to State Street and Wabash Avenue, ran back the cry, 'The flames are upon us!' That cry of horror awoke every man to frenzied exertions, and, for blocks and blocks, the people who inhabited the houses did nothing but throw out furniture from the homes that were certain to be doomed. The gas ceased to burn, but the fierce fire furnished a ghastly light, by which every one could work. The streets were crowded by half-clad multitudes. Frightened horses were hastily harnessed into wagons, and everyone who could command a vehicle commenced to move. Hurried on by the howling wind, the flames spread northward, and swept away block upon block of the wooden tenements which were crowded into that quarter of the city; but, though the general direction of the fire was northward, yet the fierce heat, in the face of the blast, and though slowly, yet surely, gained in the south. Running down Clark to Taylor, and on Taylor to the river, the writer found himself south of the fire. From Polk Street, the flame had eaten back until it had found Gunne's tannery (Chicago Hide and Leather Company), which, with its cords upon cords of dry bark, made a morsel that was soon devoured. On the West Side, the immense brick walls of the Chicago Dock Company's storehouse presented a formidable barrier to the further southward progress of the flames; but along the dock, the sheds were burning. The

frame work seemed of harder wood than the covering. The framework, fretted with fire, looked like a golden drapery. Upon the building a stream from a single engine was pouring, but as well might one oppose the straw of a pigmy to the sword of a giant. Looking down the river Polk-street bridge was seen tumbling into the stream, which quenched its burning embers. Burning rafts floated upon the water. Tugs, with steam up, essayed to reach the brig 'Fontinella,' which was lying at the dock, near the burning tannery; twice they made the attempt, and twice fell back. A third effort was impossible. The flames boarded her, ran up the rigging, cut her loose to float from the dock, and left her a blackened hulk."

"The stone yard of the Illinois Stone Company prevented the fire running southward on the South Side, but the wooden houses on Wells Street were quickly in flames. Looking northward, the street was a fiery vista. A lot of Norwegian emigrants were grouped about; they were stupid with fear, and had to be almost forced from the street. Returning as he went, the writer reached the corner of Clark and Polk streets, where St. Peter's Catholic Church is located. To it, as to the sanctuaries in the old feudal times, the people had crowded for safety. Its portals were piled up with the Lares and Penates of many a burning home. A block across, the flames were seen running up the golden cross that topped the church of St. Louis. A moment later that church was in ashes."

"On the west of Sherman Street, running from Taylor to Polk, from Polk to Harrison, and terminating on Van Buren Street in the magnificent passenger depot, were the long freight houses of the Michigan Southern Railroad Company. Those persons who had the coolness to think, thought that these buildings would save the district east of them—a hope that could hardly be entertained in face of the fact that the massive stone passenger depot was toppling to ruin; yet these brick depots did save everything between them and the lake."

"A portion of the massive walls of the Grand Pacific Hotel was seen to tumble; and to the east and north nothing was visible but crackling ruins—nothing was heard but the roar of the flames, which sounded like the roar of the sea. It was nearly daylight. The water supply had given out, but no one dreamed that the water had ceased because, a mile and a half away, the walls of the Water Works had tumbled upon the engines. People merely supposed that the fire-engines had exhausted the supply. Even then, the man who would have predicted the burning of the North Side would have been considered a madman."

Mr. Walker says:

"The burning of the VanBuren-street bridge led to a peculiarly picturesque scene. As the fire approached its western end, the men whose duty it was to swing the structure, warned everybody to leave, by an energetic tug at the bell. They then applied the turn-lever, and, giving two or three hasty spins as a starter, darted to the South Side and squeezed through to the street. The bridge, by the impulse thus given, slowly swung open, but not in time to prevent the western end from catching fire. In a moment it was a grand fantastic frame-work of flames, and, in the eddies of the tempest and the artificial currents of heat, was kept swinging to and fro, a huge specimen of grotesque pyrotechnics, which, but for the overshadowing importance of preceding and subsequent events, would have furnished a charming theme for description."

THE WEST SIDE DURING THE FIRE.—The Tribune recites that

"Many of the people on the West Side, especially at a distance from the river, had gone to bed early on Sunday night, and knew nothing of what had transpired until some one, returning, gave them the news. In many cases, the first thing to excite comment was the stoppage of the water supply. Before long, however, trucks and teams, with fugitives and goods, reached even Western Avenue, and the people began to get an idea of the calamity. Nearly all the wells in the city were dry, because of the lack of rain, and cisterns were generally empty. Therefore, the people in the center of the West Side, north of Monroe Street, went with wash-boilers, pails, buckets and pitchers to the pond in Union Park, while those further west drove to the artesian well. A new branch of industry was created, and carts drove up and down the streets, filled with casks of water. Sufferers who had friends or relatives on the West Side sought shelter with them, and every vacant house was speedily in demand. The order having been issued that there should be no fires kindled, there was an immediate demand for bread and milk and crackers, and the supply of these was rapidly exhausted. Some grocers doubled their prices on sugar and other necessities, and some of the market-men advanced the price of their meat. Several authentic cases are recorded where the rapacity of the more fortunate overcame their judgment. They compelled sufferers to pay several prices for goods they could not do without. It is a fact for philosophers to consider that, in nearly, if not every, instance of this kind, the foolish men profited only for

the time being, and then became hopelessly bankrupt, dying poor or leaving the city in disgrace. It is not pleasant to contemplate this phase of humanity, and brief allusion to it is here made, only that a comprehensive glance may be taken of the field by the reader. All classes and all conditions were to be found here.

"During Monday night, the people of the West Division naturally felt the greatest uneasiness. A high wind was still blowing, although it lulled for a moment at sunset; and there were feelings of apprehension that new fires would be set in other places, by incendiaries who were bent on plunder, or by people who were crazed at the ordeal of the past twenty-four hours and impelled by morbid fancies to deeds of fearful violence. Such cases of mental derangement were not infrequent; and as there were no means of confining this dangerous class, or of controlling the unfortunates, except where the sentiment of love, in rare instances, dominated the wills of relatives, the greatest peril menaced the dry and combustible West Side. Patrols were, therefore, organized, and a reasonably efficient guard set throughout the undestroyed sections of the city. This rule applied to the entire region, in fact; for all sane people realized the danger they were in. Extraordinary precautions were taken to extinguish fires in stores, and to exercise care with lamps and lights. There were continuous rumors of arrests and summary punishments, many of which were false, but some of which were true. This citizen-police continued for several days and nights, until the immediate peril seemed to have passed away."

The West Side fire did not extend west of Jefferson Street. It worked slowly backward east of Canal, among the lumber and coal yards of that section, gaining sure hold, from the inflammable materials, and intensity from the nature of the food that supplied it. From Clinton on the west to the river on the east, this fire ate steadily away, stopping, however, at the north side of Taylor Street. Here, also, it leaped the river, and set fire to the tan-yard of the Chicago Hide and Leather Company. Thence it burned north, till it reached the starting point of the earlier South Side fires, and east until it reached to open ground along Pacific Avenue, which was the eastern boundary of the conflagration as far north as Harrison Street.

It is again necessary to revert to the main incidents of the fire on the South Side, as recounted by the following individuals, who were personal participators in the scenes of that fearful night. In these narratives repetition may be noticed; but this is but an evidence of the verity of the narrators, as these recollections were penned without any collusion or simultaneous reference.

H. W. S. CLEVELAND'S NARRATIVE.—The following extracts from a document on file in the Historical Society collection, give a good idea of the fickleness of the flames, which, after destroying the Post-office, a supposed fire-proof building, leaped over the combustible Shepard building opposite, but only to return during Monday morning and wipe it out of existence. Mr. Cleveland narrates in detail how he endeavored to save his civil engineering tools, plans, etc., aided by a clerk in S. S. Greeley's office (which adjoined his). This man, John Newman, and Ralph Cleveland, son of the narrator, figure in the extracts, later on. The son did not go down town with the father, but preceded him. After securing sundry articles, and carrying them to Wabash Avenue, Newman started in quest of a wagon, leaving Mr. Cleveland on guard. From that point, the experience is quoted from the document referred to.

Looking west on Monroe Street from Wabash Avenue, I could see that the Honoré Block, and the Post-office, on the southwest and northwest corners of Dearborn were in flames, but could not make out whether the Shepard Building was yet on fire. The nearest point of the fire was the Palmer House, corner of State and Quincy streets, which was all in flames. Looking north on Wabash Avenue, I could see that it was all burning on the east side, north of Randolph Street, but had not yet got to the south of Randolph. The sidewalks, as far as I could see, were piled up with goods, which had been brought out from stores and houses to be ready for removal, if opportunity offered. A poor Irish woman, with a baby asleep in her arms, sat upon the sidewalk close by my

pile, with her back against the wall. She looked very anxious, but was perfectly quiet, till a rough-looking fellow came up with a bottle of whisky in his hand, the neck of which he broke off against the wall, and then proceeded to dispose of the contents with three or four companions, drinking from the broken bottle. Some of the whisky was spilled upon the head of the child, and the woman looked up with an exclamation of impatience at his brutality. I thought by the looks of the men that they might give me some trouble, but they went off without other evidence of ruffianism than profanity; and this was the only instance in which I saw or heard any sign of brutality. Soon after, a horse came tearing down the avenue, with the wreck of a buggy at his heels, and I fully expected that serious mischief would ensue; but he made his way, by some means, through the crowd, and disappeared, without doing any injury that I could see. This was the only runaway I saw; and I was continually surprised at the sober, matter-of-fact way in which the horses did their work, showing no sign of alarm, notwithstanding the appearance of the streets was wholly unlike what they were accustomed to.

It must have been at least an hour and a half that I remained watching the goods, before I saw any one I knew, and the first one was Newman's friend, who had previously watched them. He came up with a smiling face to tell me that the Shepard Building was past danger; which seemed to me so absurd that I at first thought he was joking, and when he insisted on it, I set him down for a fool. Presently after, Newman appeared, and confirmed the story; which I still could not believe, though he assured me the occupants of many of the offices were carrying their things back to the rooms from which they had been taken. The crowds of people, and piles of goods in the streets, rendered it idle to attempt to get our things back to the office, and, on examining the situation, we decided to deposit them in Dr. Cushing's office. The volumes of smoke prevented our seeing any considerable distance; but Newman assured me that the Honoré Building and Bigelow Hotel, which were on the opposite side of Dearborn Street from the Shepard Building (between Monroe and Adams streets) were both destroyed; and as the Shepard was the only building on the east side, in that block, there was no longer any danger, except from such cinders as might come from the ruins, as nothing else was left on the windward side. On State Street, the Palmer House, at the corner of Quincy Street, was burned; but so far as we could see to the south, the fire had not crossed to the east side of State Street. The foundations only had yet been built of the new Palmer House at the corner of Monroe and State, and it seemed, therefore, that there was scarcely a chance that the fire could reach the point where I had so long mounted guard over our goods, so, with the permission of the janitor, we put the whole of them in the back room, piling them carefully by themselves, and then started for the Shepard Building, little thinking we had taken our last look at them.

Making our way through the crowd, we entered the Shepard Building at the north end on Monroe Street, and on going up to my office, found Ralph quietly looking out of the window at the ruins of the Honoré Building, opposite, a large portion of the front wall of which fell into the street at that moment. Ralph told me that on first starting out, he went over to the West Side, and skirting to the windward of the fire, went north to Kinzie Street, where he crossed the bridge to the North Side, intending to cross the main river at State or Rush Street, and so come up to the office. He went as far east as Dearborn Street; but finding that the bridges were burned, and the fire running with fearful rapidity, he retraced his steps to the West Side, and then had to go south to Twelfth Street before he could cross the river. He then made his way to the Shepard Building, through Third Avenue. When he reached Jackson Street, the Bigelow Hotel and Honoré Building were both in flames; and he covered his face, and ran down the opposite side of the street to the Shepard Building, where, finding that we had carried off the things of most value, he went to work and took down the large photographs of Sarah's house from the walls, together with a fine pair of deer's horns, and my English bow and arrows which hung on them. He took all our plans (over two hundred) from the drawers, and rolled them up and tied them with the cords which he took from the pictures, carried them down, and left them with a pile of furniture, which a woman was watching on the sidewalk, and came back to the office, where we found him. On examining the situation, I saw no reason to doubt the safety of the building. The Post-office, which was the diagonally opposite corner, the Honoré Building, directly opposite, and the Bigelow Hotel, a little farther south, were all destroyed; and immediately south, on our side of the street, was a vacant lot of half a square. Nothing was left to windward of us but ruins, and though the air was hot that came from them, there seemed little chance that the fire could now reach us. It seemed so incredible, and gave me so much the feeling of a relieved criminal, that I could hardly trust my senses; but the occupants of other offices in the building were busily at work bringing back the things they had carried away,

and no one doubted that the danger was past. So, after mutual expressions of congratulation, I unstrapped my knapsack, which I had not previously taken from my shoulders, took off my old coat with its pockets full of valuables, and, leaving them on our case of drawers, went with Ralph and brought up the things he had carried down.

It was now about 7 a. m., and knowing how anxious my wife would be to hear from us, and feeling sure that I had good news to tell, I left Ralph and Newman in the office, and started for home. Remembering, however, that Mr. Thayer's office was in the Tribune Building (corner Dearborn and Madison), and wishing to assure myself of its safety by actual inspection, I made my way along Dearborn to Madison (the west side of Dearborn being all burned), and so down Madison to Washab Avenue, and then home. The Tribune Building was then unharmed, and I supposed was past danger.

I found my family just sitting down to breakfast, which was eaten with lighter hearts for the good news I brought. Nobody knew anything about the condition of the North Side, though the opinion was unanimous that it must be swept clean, if the fire crossed the river. There was a rumor that the Water Works were destroyed and the whole North Side, but no one could tell what was truth and what was rumor. After breakfast, I prepared to return, and found that the fire was raging on the north side of Harrison Street, between Washab Avenue and State Street, and on both sides of the avenue as far as I could see. I went to try to ascertain the fate of the Shepard Building. As I could not go through Harrison Street on account of the fire, I went south to Peck Court, and then west, through Polk Street, to Third Avenue. Tried there to go north, but could not go beyond Harrison. I managed to go one square west on Harrison to Fourth Avenue, which was burnt so clean on both sides that I could traverse it without difficulty, except that the smoke and hot air were at times very disagreeable. I could see but a little way. I reached Van-Buren Street and then went east to Third Avenue, as Fourth was too fiery to admit further passage. On Van-Buren Street, I first saw the effect of the fire on the wooden pavements, which in places had been burned in alternate little ridges and gutters not more than half an inch in depth. The pavement had nowhere sustained any serious injury, and much of it was not even scorched. From Van-Buren Street I went, through Third Avenue and Adams Street, to Dearborn; and it was not till I reached that point that I could see that nothing remained of the Shepard Building but some fragments of the walls. I could go no further, and started back through Third Avenue. I presently met two men who asked me if they could get through, and seemed to think I had come from unknown depths of the furnace before them. These were the only living beings I saw from the time I entered the burned district till I emerged again on Harrison Street, and the solitude seemed to render the desolation more impressive. Ralph made his appearance at dinner time, and reported that, after I left them, he and Newman stationed themselves at a window at the south end of the building to watch for cinders, as it was only from that quarter they apprehended danger. But it seems that the fire crept upon them unawares from the leeward side, and the first they knew of its approach was seeing flames darting through the windows at the northern end. They could not even get down the stairs at that end, but had barely time to run into the office, where Ralph seized a roll of plans, and he and Newman together took a trunk between them, and ran down and out at the door on Dearborn Street, and then across the street to the alley behind the walls of the Post-office, where they were kept prisoners, and half suffocated with the smoke and heat for nearly two hours before they could make their escape, which they finally did by covering their faces and running out through Monroe and Clark streets, leaving the things they had saved, which they recovered some hours afterward.

STATEMENT OF EX-LIEUTENANT-GOVERNOR BROSS.—About two o'clock on Monday morning, my family and I were aroused by Mrs. Samuel Bowles, wife of the editor and proprietor of the *Springfield Republican*, who happened to be our guest. We had all gone to bed very tired the night before, and had slept so soundly that we were unaware of the conflagration till it had assumed terrible force. My family were very much alarmed at the glare which illuminated the sky and the lake. I saw that a dreadful disaster was impending over Chicago, and immediately left the house, and ran north to the city and extent of the fire. I found that it was then a good deal south of my house, and west of the Michigan southward, and back toward Railroad depots. I went home, covered myself as I could, and, finding my family pressing, told them some I did not anticipate danger, and requested them to go to bed. But I said, "The result of this night's work will be awful. At least ten thousand people will want breakfast in the morning; you prepare breakfast for one hundred." This they promised to do. I then, however, returned and recommenced packing. Soon after had passed two o'clock, I started for the Tribune

office, to see if it was in danger. By this time the fire had crossed the South Branch of the river, and that portion of the city south of Harrison Street, between Third Avenue and the river, seemed a blaze of fire, as well as on the West Side. I reached the Tribune office, and, seeing no cause for apprehension, did not remain there more than twenty minutes. On leaving the office, I proceeded to the Nevada Hotel (which is my property), corner of Washington and Franklin streets. I remained there for an hour, watching the progress of the flames and contemplating the destruction going on around. The fire had passed east of the hotel, and I hoped that the building was safe; but it soon began to extend in a westerly direction, and the hotel was quickly enveloped in flames. I became seriously alarmed, and ran north on Franklin Street to Randolph, so as to head off the flames and get back to my house, which was on Michigan Avenue, on the shore of the lake. My house was a part of almost the last block burned [in Terrace Row].

At this time the fire was the most grandly magnificent scene that one can conceive. The Court House, Post-office, Farwell Hall, Tremont House, Sherman House, and all the splendid buildings on LaSalle and Wells streets, were burning with a sublimity of effect which awed me. All the adjectives in the language would fail to convey the intensity of its wonders. Crowds of men, women and children were huddling away, running first in one direction, then in another, shouting and crying in their terror, and trying to save anything they could lay their hands on, no matter how trivial in value; while every now and then explosions, which seemed almost to shake the solid earth, would reverberate through the air, and add to the terrors of the poor people. I crossed Lake-street bridge to the west, ran north to Kinzie-street bridge, and crossed over east to the North Side, hoping to head off the fire. It had, however, already swept north of me, and was traveling faster than I could go, and I soon came to the conclusion that it would be impossible for me to get east in that direction. I accordingly re-crossed Kinzie-street bridge, and went west as far as Desplaines Street, where I fortunately met a gentleman in a buggy, who very kindly drove me, over Twelfth-street bridge, to my house on Michigan Avenue. It was by this time getting on toward five o'clock, and the day was beginning to break. On my arrival home I found my horses already harnessed, and my riding-horse saddled for me. My family and friends were busily engaged in packing, and in distributing sandwiches and coffee to all who wanted them, or could spare a minute to partake of them.

I immediately jumped on my horse, and rode as fast as I could to the Tribune office. I found everything safe; the men were all there, and we fondly hoped that all danger was past, as far as we were concerned—and for this reason, the blocks in front of the Tribune building on Dearborn Street, and north on Madison Street, had both been burned, the only damage accruing to us being confined to a cracking of some of the plate-glass windows from the heat. But a somewhat curious incident soon set us all in a state of excitement. The fire had, unknown to us, crawled under the sidewalk from the wooden pavement, and caught the wood-work of the barber's shop, which comprised a portion of our basement. As soon as we ascertained the extent of the mischief, we no longer apprehended any special danger, believing, as we did, that the building was fire-proof. My associates, Mr. Medill and Mr. White, were present, and, with the help of some of our employés, we went to work with water and one of Babcock's fire-extinguishers. The fire was soon put out, and we once more returned to business. The forms had been sent down stairs, and I ordered our foreman, Mr. Kahler, to get all the pressmen together, in order to issue the paper as soon as a paragraph showing how far the fire had then extended could be prepared and inserted. Many kind friends gathered around the office, and warmly expressed their gratification at the preservation of our building. Believing all things safe, I again mounted my horse, and rode south on State Street, to see what progress the fire was making, and if it were moving eastward on Dearborn Street. To my great surprise and horror, I found that its current had taken an easterly direction, nearly as far as State Street, and that it was also advancing in a northerly direction with terrible swiftness and power. I saw the danger so imminently threatening us, and with some friends endeavored to obtain a quantity of powder for the purpose of blowing up buildings south of the Palmer House. Failing in finding any powder, I saw the only thing to do was to tear them down. I proceeded to Church's hardware store, procured about a dozen heavy axes, and handing them to my friends, requested them to mount the buildings with me and literally chop them down. All but two or three seemed utterly paralyzed at this unexpected change in the course of the fire; and even these, seeing the others stand back, were unwilling to make the effort alone. At this moment, I saw that some wooden buildings and a new brick house west of the Palmer House had already caught fire. I knew at a glance that the Tribune building was doomed, and I rode back to the office and told them that nothing more could be done to save the build-

ing, McVicker's Theatre, or anything else in that vicinity. In this hopeless frame of mind, I rode home to look after my residence and family, intently watching the ominous eastward movement of the flames. I set to work, with my family and friends, to move as much of my furniture as possible, across the narrow park east of Michigan Avenue, on to the shore of the lake, a distance of some three hundred feet.

Following out the idea that each citizen should give the incidents happening to himself or under his own observation, I mention that never did friends toil more loyally than ours did for us. They saved most of our books, furniture, pictures, etc., that were left to us. Some, that were not friends, helped themselves to whatever struck their fancy, when opportunity offered. My coachman filled my buggy with some harness, a bag of coffee and other articles, and left it with his friends on the lake shore. Some one coming along and finding it was my "plunder," said he knew me; would put some more goods in to take home, and return the buggy to me. That was the last I ever heard of the buggy or anything that was in it. My daughter supposed that I had hired an express wagon that stood at the door, and I supposed that she had. We filled it full of goods and furniture, among other things, a valuable picture—a farm and animal scene—by Herring, the great English painter. The driver slipped off in the crowd, and that was the last we heard of that picture or any part of the load. I met a man at my door, looking decidedly corpulent. "My friend," said I, "you have on a considerable invoice of my clothes, with the hunting suit outside. Well, go along, you might as well have them as to let them burn." These were slight affairs compared with what many others suffered by the thieving crowd.

I sent my family to the house of some friends in the south part of the city for safety; my daughter, Miss Jessie Bross, was the last to leave us.

The work of carrying the furniture across the avenue to the shore was most difficult and even dangerous. For six or eight hours Michigan Avenue was jammed with every description of vehicle, containing families escaping from the city, or baggage wagons laden with goods and furniture. The sidewalks were crowded with men, women and children, all carrying something. Some of the things saved and carried away were valueless. One woman carrying an empty bird cage; another, an old work box; another, some dirty, empty baskets. Old, useless bedding, anything that could be hurriedly snatched up, seemed to have been carried away without judgment or forethought. In the meantime the fire had lapped up the Palmer House, the theatres, and the Tribune Building; and contrary to our expectations, for we thought the current of fire had passed my residence, judging from the direction of the wind, we saw, by the advancing clouds of dense black smoke and the rapidly approaching flames, that we were in imminent peril. The fire had already worked so far south and east as to attack the stables in the rear of Terrace Row, between VanBuren and Congress streets. Many friends rushed into the houses in the block, and helped to carry out heavy furniture, such as pianos and book-cases. We succeeded in carrying the bulk of it to the shore. There I sat with a few others by our household goods, calmly awaiting the destruction of our property—one of the most splendid blocks in Chicago. The eleven fine houses which composed the block were occupied by Denton Gurney, Peter L. Yoc, Mrs. Humphreys (owned by Mrs. Walker), William Bross, P. F. W. Peck, S. C. Griggs, Tuthill King, Judge H. T. Dickey, Isaac Cook, John L. Clark, and the Hon. J. Y. Scammon.

Having got out all we could, about 11 a. m. of Monday, the 9th, I sat down by my goods, which were piled up indiscriminately on the lake shore. Soon I saw the angry flames bursting from my home. Quickly and grandly they wrapped up the whole block, and away it floated in black clouds over Lake Michigan.

Early in the afternoon we began to send our goods south by teams, and by sun-down all that we had been able to save was distributed among friends south of Twelfth Street. In the evening, my little family of three came together at the house of E. L. Jansen, No. 607 Wabash Avenue, Mrs. Bross's brother, where we remained until most kindly received by Dr. Edmund Andrews and family. There was very little sleep that (Monday) night, for everybody was in mortal fear that what remained of the city would be burned by the desperadoes who were known to be prowling about everywhere.

The next morning I was out early, and found the streets thronged with people moving in all directions. To me the sight of the ruin, though so sad, was wonderful—giving one a most peculiar sensation, as it was wrought in so short a space of time. It was the destruction of the entire business portion of one of the greatest cities in the world! Every bank and insurance office, law offices, hotels, theatres, railroad depots, most of the churches, and many of the principal residences of the city, a charred mass—property almost beyond estimate gone.

Mr. White, like myself, had been burned out of house and home. He had removed with his family to a place of safety, and

I had no idea where he or any one else connected with the Tribune office might be found. My first point to make was naturally the site of our late office; but, before I reached it, I met two former tenants of our building, who told me that there was a job printing office on Randolph Street, on the West Side, that could probably be bought. I immediately started for the West Side, and, while making my way through the crowd over the Madison-street bridge, desolation stared me in the face at every step, and yet I was much struck with the tone and temper of the people. On all sides I saw evidences of true Chicago spirit, and men said to one another, "Cheer up; we'll be all right again before long," and many other plucky things. Their courage was wonderful. Every one was bright, cheerful, pleasant, hopeful, and even inclined to be jolly, in spite of the misery and destitution which surrounded them, and which they shared. One and all said, "Chicago must and shall be rebuilt at once." On reaching Canal Street, on my way to purchase the printing office I had heard of, I was informed that while Mr. White and I were saving our families, on Monday afternoon, Mr. Medill, seeing that the Tribune office must inevitably be burned, had sought for and purchased Edwards's job printing office, No. 15 Canal Street, where he was then busy organizing things. When I arrived there I found Mr. Medill in the upper stories among the types and printers, doing all he could to get ready to issue a paper in the morning. I saw at a glance that my work was below. The basement and main floor were filled with boards and boxes and rubbish, and these must be cleaned out at once. I placed a gang of men, under the command of our cashier, to clear out the main floor, and another gang, under a boss, to clear out the basement to receive a load of paper. I then went foraging for brooms, but the market was bare of the article, and I borrowed some of a neighbor. Seeing that business was going on lively, my next duty was to get up four stoves. For these I started west on Randolph Street, but every store had sold out, till I got to the corner of Halsted Street. I found here the four I wanted—price, \$16 each. Told the owner I wanted all his men to go to work to once to get the pipe ready; but fearing if he did not know who had bought them, somebody with cash in hand might "jump my claim," I told him they were for the Tribune Company; that we had plenty of money in our vault and in the bank, and as soon as we could get at it he should have his pay. "I don't know about that," said the worthy Teuton, "I guess I must have de money for dem stoves." The thing amused me at the rapid change the fire had wrought. On Saturday our note would have been good for \$100,000, and on Tuesday we could not buy four stoves and the fixtures on credit. In the best of humor, I told him to come with me and measure the height of the holes for the pipe in the chimneys, and before he could get the articles ready he should have his money. This he did; and then my first question, half joke, half earnest, to every friend I met was, "Have you got any money?" The tenth man, perhaps, Honorable Edward Cowles, of Cleveland, Ohio, said, "Yes, how much do you want?" "All you can spare"; and he handed me \$60. Not enough for the stove genius; but I walked rapidly to his den, shook the greenbacks at him, and told him to hurry up, for I'd soon have the balance. Came back to our office and found a dozen or more of our leading citizens, all "strapped," like myself, till at last E. S. Wadsworth, Esq., handed me \$100. Messrs. Cowles and Wadsworth, therefore, furnished the cash capital to start the Tribune the next day after the fire. But money soon began to flow in. Between three and four o'clock, our clerk, Mr. Lowell, came to me and said, "There are some people here with advertisements for lost friends." I said, "Take them and the cash, registering in your memorandum book"; and upon a dirty old box on the window-sill for a desk, the Tribune at once commenced doing a lively business. A gentleman called me by name and said, "I haven't a morsel of food for my wife and children to-night, and not a cent to buy any; may I paint 'Tribune' over your door?" It was soon done—bill, \$3.75. And thus a family was provided for, that night at least, and another citizen started in business. By four p. m., the stoves were up; Mr. White was duly installed with the editors in the rear of the main floor; the clerks were taking advertisements; the paper was soon after going into the basement; arrangements were made to print on the Journal press, our next door neighbor. Mr. Medill had his printers all in order; and a council was called, a list of materials made out, and it was agreed that I should start for Buffalo and New York that evening to get them. I hurried home, got my satchel—alas, clean linen was not to be had—and back to the office. About eight, I took the middle of Canal Street, and went south to Twelfth, thence east to Clark, and thence south to Sixteenth, and just saw the cars moving away. Nothing was to be done but to return to 607 Wabash Avenue. I have mentioned my route thus particularly, to add that this was one of the most lonely and fearful tramps of my life. No street lamps, few people in the streets, and there were good reasons to give them as wide a berth as possible. Another sleepless night; and in the morning, as I sat sipping my coffee over some cold ham, I saw

Sheridan's boys, with knapsack and musket, march proudly by.* *Never did deeper emotions of joy overcome me.* Thank God, those most dear to me, and the city as well, are safe; and I hurried away to the train. *Had it not been for General Sheridan's prompt, bold and patriotic action,* I verily believe what was left of the city would have been nearly, if not quite entirely, destroyed by the cut-throats and vagabonds who flocked here like vultures from every point of the compass.

Some few incidents are inserted here to show how terrible was the fire. When it had reached the business center of the city, it ceased to be governed by any of the ordinary rules that are commonly attendant upon even great fires, as the terms are usually understood. In places, the heat could only be compared to that from the combustion of oxygen and hydrogen by means of the blow-pipe. In places it would strike great iron columns nearly two feet square, and for four or five feet, perhaps more, the iron would be all burned up. No residuum would be left. Sometimes car wheels standing on the track would be half-burned up. Safes, if exposed to these jets of heat, were of no account whatever. George Smith, banker, told me that they had standing in a back office a large safe full of ledgers and other books. That safe and its contents were all burned. Not a vestige of it remained to mark where it stood. Many safes that stood where brick walls soon fell on, and protected, them were all right, and as usual the manufacturers made a great noise about them; but in no case that I heard of, if they stood in exposed positions, were their contents preserved. Brick vaults, with safes inside, were all right. The Tribune vault, among other things, had a linen coat and a box of matches inside, which were not injured, and the painted figures on the safe door were not even blistered. It should be added that the vault was near the center of the building, north and south, and was protected by the south as well as its own walls. Some of the freaks of the fire are scarcely credible. Very reliable gentlemen reported that they saw jets of flame dart across an entire block, and in an instant envelop the building it struck in a winding sheet of lurid flame. The heat of the burning city was felt far away on the lake; and I have been assured by gentlemen, on whose word I place implicit confidence, that so hot was the wind over at Holland, Mich., a hundred miles or more northeast of Chicago, that some parties there, on the afternoon of Monday, were obliged to get down behind a hedge, and let the scorching blasts pass over them. They were unable then to account for the heat, and greatly feared that the time had come when "the earth and all things therein would be burned up."

HORACE WHITE'S EXPERIENCE.—Among the severest sufferers by the general calamity was Mr. Horace White, at that time editor of the Tribune, now of the New York Evening Post, who lost, besides other property, his elegant home on Michigan Avenue, containing a remarkably select and scholarly library, which was valued at over \$25,000. Mr. White, on discovering that the fire was one of unusual magnitude, arose from his bed for the purpose of going to the Tribune office. He thus describes the scenes which met him as he passed out upon the street:

Billows of fire were rolling over the business palaces of the city, and swallowing up their contents. Walls were falling so fast that the quaking of the ground under our feet was scarcely noticed, so continuous was the reverberation. Sober men and women were hurrying through the streets from the burning quarter—some with bundles of clothing on their shoulders; others, dragging trunks along the sidewalk by means of strings and ropes fastened to the handles, children trudging by their sides or borne in their arms. Now and then a sick man or woman would be observed, half concealed in a mattress doubled up and borne by two men. Drove of horses were in the streets, moving under some sort of guidance to a place of safety. Vehicles of all descriptions were hurrying to and fro, some laden with trunks and bundles, and others seeking similar loads and immediately finding them, the drivers making more money in one hour than they were used to see in a week or a month. Everybody in this quarter was hurrying toward the lake shore. All the streets crossing that part of Michigan Avenue which fronts on the lake (on which my own residence stood) were crowded with fugitives hastening toward the blessed water.

Remaining at the office of the Tribune a short time, Mr. White went home to breakfast, noticing as he went

*As has before been stated, the "boys in blue," whom General Sheridan telegraphed for, were companies of the 9th United States Infantry, then commanded by Colonel Schenck A. Miles, now Brigadier-General, and stationed at Fort Lawtonworth. Immediately on receipt of the dispatch, the companies were placed on the cars, and rushed through to Chicago. Governor Bross is not the only one of our citizens who, at that fearful time, thanked God when the solid mass of blue coats and glittering muskets represented the barrier to the mob that these companies, debouching definite assurance of the might of the law in every gun and every bayonet.

that the employees of Messrs. Field, Leiter & Co.'s immense dry goods store were showering that massive pile of pure marble and iron with water from their own pumping engines. He felt sure that that building, as well as the Tribune, First National Bank, and Illinois Central Railroad depot would, with everything to the east of them, be reserved from destruction by the flames. Mr. White's narrative continues:

There was still a mass of fire to the southwest, in the direction whence it originally came, but as the engines were all down there, and the buildings small and low, I felt sure that the firemen would manage it. As soon as I had swallowed a cup of coffee, and communicated to my family the facts that I had gathered, I started out to see the end of the battle. Reaching State Street, I glanced down to Field, Leiter & Co's store, and to my surprise, noticed that the streams of water, which had before been showering it as though it had been a great artificial fountain, had ceased to run. But I did not conjecture the awful reality—namely, that the great pumping engines had been disabled by a burning roof falling upon them. I thought that perhaps the firemen on the store had discontinued their efforts because the danger was over. But why were men carrying out goods from the lower story? This query was soon answered by a gentleman who asked me if I had heard that the water had stopped. The awful truth was here! The pumping engines were disabled; and though we had at our feet a basin sixty miles wide by three hundred and sixty feet deep, all full of clear green water, we could not lift enough to quench a cooking-stove. Still the direction of the wind was such that I thought the remaining fire would not cross State Street, nor reach the residences on Wabash and Michigan avenues and the terrified people on the lake shore. I determined to go down to the black cloud of smoke which was rising away to the southwest, the course of which could not be discovered on account of the height of the intervening buildings, but thought it most prudent to go home again and tell my wife to get the family wearing apparel in readiness for moving. I found that she had already done so. I then hurried toward the black cloud, some ten squares distant, and there found the rows of wooden houses on Third and Fourth avenues falling like ripe wheat before a reaper. At a glance I perceived that all was lost in our quarter of the city, and I conjectured that the Tribune building was doomed too, for I had noticed, with consternation, that the fire-proof Post-office had been completely gutted, notwithstanding it was detached from other buildings. The Tribune was fitted into a niche, one side of which consisted of a wholesale stationery store, and the other of McVicker's Theater. But there was now no time to think of property. Life was in danger. The lives of those most dear to me depended upon their getting out of our house, out of our street, through an infernal gorge of horses, wagons, men, women, children, trunks, and plunder. My brother was with me, and we seized the first empty wagon we could find, pinning the horse by the head. A hasty talk with the driver disclosed that we could have his establishment for one load for twenty dollars. I had not expected to get him for less than a hundred, unless we should take him by force, and this was a bad time for a fight. He approved himself a muscular as well as a faithful fellow, and I shall always be glad that I avoided a personal difficulty with him. One peculiarity of the situation was that nobody could get a team without ready money. I had not thought of this when I was revolving in my mind an offer of one hundred dollars, which were more greenbacks than our whole family could put up if our lives had depended on the issue. This driver had divined that, as all the banks were burned, a check on the Commercial National would not carry him very far, even though it should carry me to a place of safety. All the drivers had divined the same. Every man who had anything to sell had perceived the same. "Pay as you go" had become the watchword of the hour. Never was there a community so hastily and completely emancipated from the evils of the credit system.

A quantity of trunks and odd articles was thrown into the wagon; and Mr. White, taking in his hand a cage, containing what he calls "a talented parrot"—the family pet—left his brother and wife to prepare the next load, and started off for a friend's house, half-a-mile to the southward. They were an hour or more on the way, owing to the jam, and were at one time deterred by a howling German, who declared that he had lost everything, and others ought to do the same.

Presently [as the narrative continues] the jam began to move, and we got on perhaps twenty paces, and stuck fast again. By accident, we had edged over to the east side of the street, and nothing but a board fence separated us from Lake Park, a strip of

made ground a little wider than the street itself. A benevolent laborer, on the park side of the fence, pulled a loose post out of the ground, and with this for a catapult, knocked off the boards, and invited us to pass through. It was a hazardous undertaking, as we had to drive diagonally over a raised sidewalk, but we thought it was best to risk it. Our horse mounted, and gave us a jerk which nearly threw us off the seat, and sent the provision basket and one bundle of clothing whirling into the dirt. The eatables were irrecoverable. The bundle was rescued, with two or three pounds of butter plastered upon it. We started again; and here our parrot broke out with great rapidity and sharpness of utterance, "Get up, get up, get up; hurry up, hurry up; it's eight o'clock"; ending with a shrill whistle. These ejaculations frightened a pair of horses close to us, on the other side of the fence, but the jam was so tight that they couldn't run. By getting into the park, we succeeded in advancing two squares without impediment, and might have gone farther, had we not come upon an excavation which the public authorities had recently made. This drove us back to the avenue, where another battering ram made a gap for us, at the intersection of VanBuren Street, the north end of Michigan Terrace. Here the gorge seemed impassable. We were half an hour reaching the Terrace. From this imposing row of residences, the millionaires were dragging their trunks and their bundles; and yet there was no panic, no frenzy, no boisterousness, but only the haste which the situation authorized. * * * Arriving at Eldridge Court, I turned into Wabash Avenue, where the crowd was thinner. Arriving at the house of a friend, who was on the windward side of the fire, I tumbled off my load and started back to get another. Half way down Michigan Avenue, which was perceptibly easier to move in, I discovered my family on the sidewalk, with their arms full of light household effects. My wife told me that the house was already burned; that the flames burst out, ready-made, in the rear hall, before she knew that the roof had been scorched; and that one of the servants, who had disobeyed orders in her eagerness to save some article, had got singed, though not burned, in coming out. My wife, and mother, and all the rest, were begrimed with dirt and smoke, like blackmoors—everybody was. The "bloated aristocrats" all along the street, who supposed they had lost both home and fortune at one swoop, was a sorry, but not despairing, congregation. They had saved their lives at all events, and they knew that many of their fellow creatures must have lost theirs. I saw a great many kindly acts done as we moved along. The poor helped the rich, and the rich helped the poor (if anybody could be called rich at such a time) to get on with their loads. * * * Presently, we heard loud detonations, and a rumor went around that buildings were being blown up with gunpowder. The depot of the Hazard Powder Company was situated at Brighton, seven or eight miles from the nearest point of the fire. At what time an effort was first made to reach this magazine, and bring powder into the service, I have not learned; but I know that Colonel Marcus C. Stearns made heroic efforts, with his great lime-wagons, to haul the explosive material to the proper point. This is no time to blame anybody, but, in truth, there was no directing head on the ground. Everybody was asking everybody else to pull down buildings. There were no hooks, no ropes, no axes. * * * I had met General Sheridan on the street in front of the Post-office two hours before. He had been trying to save the army records, including his own invaluable papers relating to the War of the Rebellion. He told me that they were all lost, and then added that the Post-office didn't seem to make a good fire. This was when we supposed the row of fire-proof buildings, already spoken of, had stopped the flames in our quarter. Where was General Sheridan now? everybody asked. Why didn't he do something when everybody else had failed? Presently, a rumor went around that Sheridan was handling the gunpowder; then everybody felt relieved. The reverberations of the powder, whoever was handling it, gave us all heart again. Think of a people feeling encouraged by the fact that somebody was blowing up houses in the midst of the city, and that a shower of bricks was very likely to come down on their heads.

The experience of Mr. White and his family was perhaps the average of that of the wealthier classes of the South Division. The experiences of the same classes in the North Division, as narrated by Judge Tree, I. N. Arnold, and others, was much rougher. How much more so with numerous poor families, who had no twenty dollars to give the grasping cart men.

ALEXANDER FREAR, a New York alderman, seems to have seen as much of the fire as any other person in the city; and he tells his adventures in a straightforward way, and very graphically. The beginning of the

narrative finds Mr. Frear upon the west side of the river, endeavoring to comfort his brother's wife, the brother being absent from the city, by assuring her, what proved to be a fact, that her house on Ewing Street would not be touched by the flames. Nevertheless, she would not be satisfied until her goods and children had been sent to the house of a friend on Wabash Avenue. Then the anxious mother had to follow in a coach, with her satchel full of valuables in her hand. After a hard drive, by a roundabout route, they were stopped by the jam at the corner of Wabash Avenue and Washington Street. The narrative proceeds:

In the great confusion it was difficult to get any information; but I was told that the block in which the Kimbells lived, the refuge of Mrs. Frear's children, was burning, and that the people were all out. To add to my distress, Mrs. Frear jumped out of the vehicle, and started to run in the direction of the fire. Nothing, I am satisfied, saved her from being crushed to death, in a mad attempt to find her children, but the providential appearance of an acquaintance, who told her that the children were all safe at the St. James Hotel. * * * I found that Mrs. Frear's acquaintance had either intentionally or unintentionally deceived her. The children were not in the house. When I informed her of it she fainted. When she was being taken up stairs to the parlor, I found she had lost her satchel. Whether it was left in the cab when she jumped out, or was stolen in the house, I can not say. It contained two gold watches, several pins and drops of value, a cameo presented to her by Mrs. Stephen A. Douglas, a medal of honor belonging to her husband, who was an officer in the First Wisconsin Volunteers during the war, and about two hundred dollars in bills and currency stamps, besides several trinkets of trifling value.

Leaving his charge in care of some ladies, Mr. Frear proceeded in search of the children. He went to the Sherman House, where all was panic.

I looked out [he says] of one of the south windows of the house, and shall never forget the terribly magnificent sight I saw. The Court-house Park was filled with people, who appeared to be huddled together in a solid mass, helpless and astounded. The whole air was filled with falling cinders, and it looked like a snow storm lit up by colored fire. The weird effect of the glare, and the scintillating light upon this vast, silent concourse, was almost frightful. While in the corridor of the Sherman House, I encountered my nephew, and he asked me if I wanted to see the fire, saying he had one of George Garrison's horses, and only wanted a rubber blanket to throw over him to protect him from the sparks. I told him about Mrs. Frear, but he thought there was no reason to worry. He got a blanket from somewhere, and we started off in a light wagon for Wabash Avenue, stopping at Wright's, under the Opera House, to get a drink of coffee, which I needed very much. There were several of the firemen of the "Little Giant" in there. One of the men was bathing his head with whisky from a flask. They declared that the Fire Department had given up, overworked, and that they could do nothing more. While we stood there, an Irish girl was brought in, with her dress nearly all burnt from her person. It had caught on the Court-house steps, from a cinder. When we went out a man in his shirt sleeves was unhitching the horse; and when we came up, he sprang into the wagon, and would have driven off in spite of us, if I had not caught the horse by the head. He then sprang out, and struck my nephew in the face, and ran toward State Street.

We drove as rapidly as we could into Wabash Avenue, the wind sweeping the embers after us in furious waves. We passed a broken-down steamer in the middle of the roadway. The avenue was a scene of desolation. The storm of falling fire seemed to increase every second, and it was as much as we could do to protect ourselves from the burning rain, and guide the horse through the flying people and hurrying vehicles. Looking back through Washington Street, toward the Opera House, I saw the smoke and flames pouring out of State Street, from the very point we had just left, and the intervening space was filled with the whirling embers that beat against the houses and covered the roofs and window-sills. It seemed like a tornado of fire. To add to the terror, animals, burnt and infuriated by the cinders, darted through the streets, regardless of all human obstacles. Wabash Avenue was burning as far down as Adams Street. The flames from the houses on the west side reached in a diagonal arch quite across the street, and occasionally the wind would lift the great body of flame, detach it entirely from the burning buildings, and hurl it with terrific force far ahead. All the mansions were being emptied, with the greatest

disorder and excitement. Nobody endeavored to stay the flames now. A mob of men and women, all screaming and shouting, ran about wildly, crossing each other's paths, and intercepting each other, as if deranged. We tried to force our way along the Avenue, which was already littered with costly furniture, some of it burning in the streets under the falling sparks; but it was next to impossible. Twice we were accosted by gentlemen with pocket-books in their hands, and asked to carry away to places of safety some valuable property. Much as we may have desired to assist them, it was out of our power. Women came and threw packages into the vehicle; and one man, with a boy hanging to him, caught the horse and tried to throw us out. I finally got to, and endeavored to lead the animal out of the terrible scenes. When we had gone about a block, I saw that the Court House was on fire, and almost at the same moment some one said that the St. James Hotel had caught on the roof. I was struck on the arm by a bird cage flung from an upper window; and the moment I released the horse he shied, and ran into a burning dry-laid of furniture, smashing the wheel of the wagon, and throwing my companion out on his shoulder. Fortunately he was only bruised. But the horse, already terrified, started immediately, and I saw him disappear with a leap like that of a panther.

We then hurried on toward the St. James Hotel, passing through some of the strangest and saddest scenes it has ever been my misfortune to witness. I saw a woman kneeling in the street, with a crucifix held up before her, and the skirt of her dress burning while she prayed. We had barely passed her, before a runaway truck dashed her to the ground. Loads of goods passed us, repeatedly, that were burning on the trucks; and my nephew says that he distinctly saw one man go up to a pile of costly furniture lying in front of an elegant residence, and deliberately hold a piece of burning packing-box under it until the pile was lit. When we reached the wholesale stores north of Madison Street, the confusion was even worse. These stores were packed full of the most costly merchandise, and to save it at the rate the fire was advancing was plainly impossible. There was no police, and no effort was made to keep off the rabble. A few of the porters and draymen employed by these stores were working manfully, but there were costermonger's wagons, dirt carts, and even coaches, backed up and receiving the goods, and a villainous crowd of men and boys chaffing each other and tearing open parcels to discover the nature of their contents. I reached the St. James between two and three o'clock on Monday morning. It was reported to be on fire, but I did not see the flames then. Mrs. Frear had been moved, in an insensible state, to the house of a friend on the North Side. I could learn no other particulars.

The house was in a dreadful state of disorder. Women and children were screaming in every direction, and baggage was being thrown about in the most reckless manner. I now concluded that Mrs. Frear's children had been lost. It was reported that hundreds of people had perished in the flames.

There was a crowd of men and women at the hotel, from one of the large boarding houses in the neighborhood of State and Adams streets, and they said they barely escaped with their lives, leaving everything behind. At this time it seemed to me that the fire would leave nothing. People coming in said the Sherman House was going, and that the Opera House had caught. Finally word was brought that the bridges were burning, and all escape was cut off to the north and west. Then ensued a scene which was beyond description. Men shouted the news, and added to the panic. Women, half-dressed, and many of them with screaming children, fled out of the building. There was a jam in the doorway, and they struck and clawed each other as if in self-defense. I lost sight of my nephew at this time. Getting out with the crowd, I started and ran round toward the Tremont House. Reaching Dearborn Street, the gust of fire was so strong that I could hardly keep my feet.

I ran on down toward the Tremont. Here the same scene was being enacted with tenfold violence. The elevator had got jammed, and the screams of the women on the upper floors was heart-rending. I forced my way up stairs, seeing no fire, and looked into all the open rooms, calling aloud the names of Mrs. Frear's daughters. Women were swarming in the parlors; invalids, brought there for safety, were lying upon the floor. Others were running distracted about, calling upon their husbands. Men, pale and awe-struck, and silent, looked on without any means of averting the mischief. All this time the upper part of the house was on fire. The street was choked with people, yelling and moaning with excitement and fright. I looked down upon them from an upper window a moment, and saw far up Dearborn Street the huge flames pouring in from the side streets I had traversed but an hour ago, and it appeared to me that they were impelled with the force of a tremendous hurricane. Everything that they touched melted. Presently the smoke began to roll down the stairways, and almost immediately after the men who had been at work on the roof came running down. They made no outcry, but hurried from the house as if for their lives. I went up to the fourth story, looking into every room,

and kicking open those that were locked. There were several other men searching in the same manner, but I did not notice them. While up here I obtained a view of the conflagration. It was advancing steadily upon the hotel from two or three points. There was very little smoke; it burned too rapidly, or what there was must have been carried away on the wind. The whole was accompanied by a crackling noise as of an enormous bundle of dry twigs burning, and by explosions that followed each other in quick succession on all sides.

From the street-entrance I could see up Dearborn Street as far as the Portland Block, and it was full of people all the distance, swaying and surging under the reign of fire. Around on Lake Street the tumult was worse. Here, for the first time, I beheld scenes of violence that made my blood boil. In front of Shay's magnificent dry goods store a man loaded a store-truck with silks, in defiance of the employés of the place. When he had piled all he could on the truck, some one with a revolver shouted to him not to drive away, or he would fire at him; to which he replied, "Fire, and be damned!" and the man put the pistol in his pocket again. Just east of this store there was at least a ton of fancy goods thrown into the street, over which the people and vehicles passed with utter indifference, until they took fire. I saw a ragamuffin on the Clark-street bridge, who had been killed by a marble slab thrown from a window, with white kid gloves on his hands, and whose pockets were stuffed with gold-plated sleeve-buttons. On that same bridge I saw an Irish woman leading a goat that was big with young, while under the other arm she carried a piece of silk.

Lake Street was rich with treasures; and hordes of thieves forced their way into the stores and flung out the merchandise to their fellows in the street, who received it without disguise, and fought over it openly. I went through the street to Wabash Avenue, and here the thoroughfare was utterly choked with all manner of goods and people. Everybody who had been forced from the other end of town by the advancing flames had brought some article with him; and, as further progress was delayed, if not completely stopped, by the river—the bridges of which were also choked—most of them, in their panic, abandoned their burdens, so that the streets and sidewalks presented the most astonishing wreck. Valuable oil-paintings, books, pet animals, musical instruments, toys, mirrors, and bedding, were trampled under foot. Added to this, the goods from the stores had been hauled out and had taken fire; and the crowd, breaking into a liquor establishment, were yelling with the fury of demons, as they brandished champagne and brandy bottles. The brutality and horror of the scene made it sickening. A fellow, standing on a piano, declared that the fire was the friend of the poor man. He wanted everybody to help himself to the best liquor he could get; and continued to yell from the piano until some one, as drunk as himself, flung a bottle at him and knocked him off it. In this chaos were hundreds of children, wailing and crying for their parents. One little girl, in particular, I saw, whose golden hair, worn loose down her back, had caught fire. She ran screaming past me, and somebody threw a glass of liquor upon her, which flared up and covered her with a blue flame. It was impossible to get through to Clark-street bridge, and I was forced to go back toward Randolph Street. There was a strange and new fascination in the scenes that I could not resist.

It was now daylight, and the fire was raging closely all about me. The Court House, the Sherman House, the Tremont House, and the wholesale stores on Wabash Avenue, and the retail stores on Lake Street, were burning. The cries of the multitude on the latter streets had now risen into a terrible roar, for the flames were breaking into the river streets. I saw the stores of Messrs. Drake, Hamlin, and Farwell burn. They ignited suddenly all over, in a manner entirely new to me—just as I have seen paper do that is held to the fire until it is scorched and breaks out in a flame. The crowds who were watching them greeted the combustion with terrible yells. In one of the stores—I think it was Hamlin's—there were a number of men at the time, on the several floors, passing out goods; and when the flames, blown over against it, enveloped the building, they were lost to sight entirely, nor did I see any effort whatever made to save them, for the heat was so intense that everybody was driven, as before a tornado, from the vicinity of the buildings. I now found myself carried by the throng back to near Lake Street, and determined, if possible, to get over the river. I managed to accomplish this, after a severe struggle and at the risk of my life. The rail of the bridge was broken away, and a number of small boats, loaded with goods, were passing down the stream. How many people were pushed over the bridge into the water, I can not tell. I, myself, saw one man stumble under a load of clothing and disappear; nor did the occupants of the boats pay the slightest attention to him, nor to the crowd overhead, except to guard against anybody falling into their vessels.

From the North Side, Mr. Frear made his way to the West

Side, where he fell down and slept in the hall of his brother's house, but was roused in half-an-hour to join in another rescue of Mrs. Frear, whose refuge on the North Side was about to be burned. This was accomplished just in time to save the lady from the flames. Mr. Frear and the friend who had told him of her whereabouts hauled her, shrieking with hysterics, in a baker's wagon, some four miles, over much debris, to the home where she ought to have staid in the first place. Her property, including the jewelry, money and relics were all gone, but the children were soon heard from. They were safe at the Riverside suburb.

HONORABLE THOMAS HOYNE'S ACCOUNT.—Among the papers left by the late Honorable Thomas Hoyme is the following description of what he saw and suffered during the conflagration. It is evident that the manuscript was prepared soon after the fire, as a rough draft of what he intended to be a careful statement. Pressure of professional duties compelled him to postpone the revision of the text, and sudden death came to him before the work was done. We give the narrative as it came from his pen, with this explanation of the few verbal lapses which may appear, and which we know he would object to seeing over his name. Mr. Hoyme was exceedingly exact in his methods; and the use of an unfinished paper from his hand is justified only by the fact that his large and noble mind is at rest forever in this world.

The great fire occurred Sunday night, October 8, 1871. On Monday, the 9th, we commenced moving our effects on Michigan Avenue. The fire was arrested by blowing up some buildings on Harrison Street and Wabash Avenue. We moved back to our house* on the 10th of October. But on Friday afternoon, the 13th inst., a fire broke out in the barn, in rear of adjoining premises, occupied by Mr. Bauer, which, in the absence of engines or water from hose, seemed to threaten our inevitable destruction. We began again to move our effects, and were about leaving the house forever, when three cheers outside announced that a fire engine had been found to pump water from the lake, and hose sufficient to convey a stream which extinguished the fire in the barn. God be thanked, and to Him the praise, that we were saved!

On the night of the 8th October, about ten o'clock, when the first alarm was rung, I saw the light of the fire from my house on Michigan Avenue, and passed over Polk-street bridge to the West Side. I found it was a sharp, dry fire, but confined to a few wooden one-story shanties or cabins. A single stream of water would have seemed sufficient to arrest it. And although there appeared then to be water and engines playing, yet the fire gave no sign of abatement. It kept spreading, until I saw it would inevitably extend down to the river, and to the scene of the burned district of the night previous. I saw some poor Germans with their children and household goods, back of Canal Street and near the river, but in the way of the coming cataract of fire. I told them of their danger, and aided in taking some to a place near the bridge on Polk Street, from which they had to be again removed. I told the German, I would watch the goods while he was removing them from the last stopping place on Polk Street, across the bridge to the south side of the river. While this was taking place, I heard for the first time of fire on the South Side. My duty to the German being over, I crossed Polk-street bridge, to witness on the other side a great fire raging along Market Street, in the vicinity of VanBuren. Fear instinctively impressed me. I was like one in a dream, uncertain what to do. I slowly stalked, rather than walked, down to my office, No. 89 LaSalle Street. I went up stairs. I unlocked the door, went in, looked around, and came down again. I saw the sky as it were in flames over my head, and the streets lighted as if by lurid sunlight. I saw clouds of sparks burning over my head, and then again I saw that some roofs in the rear of the large buildings on Washington Street, and to the southwest, were already on fire. I then concluded the destruction of my office building was probable. I returned up stairs, and taking a tin box and some papers, hurried home to awaken my sons, especially Thomas, my partner, to open the safe, of which I had not the key; and going back within the next forty or fifty minutes, I witnessed the whole Court-house square in nearly one mass of flames. What a scene—a sea of fire! But what added to the danger, were the broken masses of flying matter, as they were taken up by the winds and carried in all directions. These alighting upon other houses and roofs, sometimes on loose material on the streets and in yards, carried the conflagration in all directions. I had not yet ascertained that the fire was already raging on the North Side.

* Mr. Hoyme's residence was at No. 267 Michigan Avenue, which site he occupied for his residence since 1853.

Here indeed commenced the total extermination of all that was combustible. Buildings of every description were swept away, leaving the ground upon which they had stood a field of absolute waste, excepting a single house—the property of Mahlon D. Ogden.

The day of the 9th (Monday) was one of excitement and dread. On the North Side, all the people were still flying from the scourge which pursued them. People who saw, from the direction and strength of the wind, that the fire might reach them, though being as yet some blocks of houses distant, made no preparations to move. They still hoped the flames could be arrested on the large spaces of ground intervening. In many such cases, what was their horror to discover in the other direction blazing roofs, to which the flying sparks had carried the fire. It became a race for life, not an effort to save property. Among such was Perry H. Smith's family and my brother Philip's. They left in haste, passing between rows of blazing houses, and sometimes along streets of flame. Philip escaped with his wife to the lake shore. He was hemmed in by blazing piles of lumber on the one hand, and low houses, built close to the lake, on the other. There he remained eleven hours, until the fire was exhausted by burning everything combustible. While so situated, he saw crowds of those who had in some instances saved furniture and had taken it to the lake for safety. While resting in this supposed security, the volume of fiery flakes was so driven in that direction, that the piles of furniture were set on fire, and the refugees were often compelled to throw the burning articles into the water to save themselves. Ladies were seen moving their chairs into the water, and sitting on the top of the backs, while resting their feet on the seats of the chairs. Who can describe the fury of such an element, when even at Lincoln Park it did not pause? But entering this area of solitude, in which stood the old chapel of the cemetery, built of brick, it desolated and scorched that structure. This chapel was surrounded by no buildings, and the nearest outside the cemetery gates was several hundred of feet distant, yet there, among the ancient trees, stands this brick chapel dedicated to the service of the dead—a monument of fire-blackened ruin and desolation.

Did it not seem as if the fire-king wished to seek vengeance on the very dead, by thus coming among the graves, and raising his torch triumphantly over the spot where the rites of religion had been so often celebrated, as each had passed from life to death, from death to immortality?

Mr. Horton, my partner, who had built his new mansion on LaSalle Street, was driven before the advancing flames from post to post. He happened to have a horse and buggy. He had our office account books, which he had removed from the office-safe the night before. He finally drove for refuge to Lincoln Park, where he located himself and wife upon the island in the artificial lake, and thus surrounded by water was even then compelled, during the twelve or fifteen hours he rested there, to keep his goods and their own clothing constantly wetted.

Let us now return to the South Side, where the fire literally ran over brick, iron and marble structures, as if they had been heaps of dry fuel and shavings. The width of the channel, which it was filling as it rushed along, did not seem to have been more than two hundred or four hundred feet. It had passed to the Court-house square, and was evidently going toward the main river, at about State Street and Wabash Avenue. At any rate, it seemed as if it could not pass down the avenues to the southward. I returned home satisfied that, at my house on Michigan Avenue, there could be no possible danger.

Having been up all night, I went to bed in the early morning, at about five o'clock. At seven I was roused from a sound slumber, and told by my wife that we should be compelled to leave our house. The fire had already reached Terrace Row, only two blocks distant, and was steadily advancing against the wind. What could be done, when the fire thus traveled against the wind, disregarding all natural, all conceivable, obstacles? The cry was for aid to stop it. Water being out of the question, since the Water Works had been destroyed, powder was the only resource. This was used, and, two houses being blown up on the line of communication, it seemed finally as if a halt had been called, and the flames were under some control. This seemed the more probable, as General Philip H. Sheridan, had stationed himself on Harrison Street, and ordered the pulling down of houses there. By these efforts the progress of the fire was arrested before it reached Harrison Street, and what remained of the South Division was saved.

It is impossible to describe the scenes on Michigan Avenue that morning! Excited crowds of people were running and pressing against each other. Goods and furniture were strewn in all directions. The Park in front was filled with the dry goods stock of the great house of Farwell & Co. Heaps of furniture were piled in each court-yard or terrace. Omnibuses and wagons rushed along in the general melee. Who can describe the confusion, the

excited faces, the earnest movements of men, women and children? Here was the rich lady with her arms full of boxes, and there was a poor family with nothing but their children; but the distress expressed in all faces, and by all movements, was something terrible to witness, and never to be forgotten.

In the meantime we had moved some household effects; and it was a serious question during a part of the time, whether in moving as far as Twentieth Street, to H. O. Stone's house, we had even then gone far enough south to avoid a calamity which seemed pursuing us. But how grand, after all, is human nature! While we were taking leave of our home, removing our most precious relics, friends were constantly coming in, pressing our hands, in tears, and soliciting us to take shelter with them. Among these were H. O. Stone and Fernando Jones. They brought wagons, too, to carry our goods. God ever bless them! What consolation in that dread hour did these evidences of friendship afford us! But the great cloud passed over our home. In two days we received back our goods into the house, and, although we had lost our income in rents, we felt grateful that a home had been spared to us.

The week was passing without, however, any abatement of the oppressive and dangerous, dry, windy weather which still prevailed. The southwester was as strong as ever. The public mind was filled with the most fearful rumors of incendiarism. There was still no water. The Fire Department, it was known, was powerless. Another conflagration must completely clear off the whole city site. The burglars, thieves, felons and desperate characters of all other cities, it was reported, had come for plunder. General Sheridan had, therefore, ordered United States troops here, and put them in charge of the burned district. All bank vaults and safes were still in that district, and upon their contents depended even the food that some were to eat, but especially the continuance of any business. All the money left, and securities of any kind, were deposited in those vaults. Hence, a state of general feverishness existed, and a feeling of helplessness. In this condition of things, when I was endeavoring to shake off the lethargy which arose from the general depression, I was called upon to bear a new shock. Who could imagine that, after all we had passed through, fire again would threaten our destruction; and, this time, so near was its origin, that no escape even seemed possible! Our barn, about forty feet distant in rear of our home, at three o'clock of the afternoon, while the southwest wind was still blowing and bearing the smoke and flame directly towards our house, was discovered to be on fire! The people rallied in all directions. They brought buckets or any thing that could hold water. They organized lines down to the lake; and handing water to those at the barn, still smouldering, kept back the flames. But, notwithstanding, the fire was gaining in power, as was evident from the volume of smoke pouring out at the windows of the stable. Wife and servants were all drawing water from our house cisterns. Every kitchen utensil—boilers, pans and buckets—were in demand. It was with difficulty I persuaded my wife that further effort was unavailing, and she must leave her kitchen and desist from her efforts to supply water to those around the stable, and prepare to leave our home forever! How sad the feelings of that terrible moment! I went into the library like one stupefied. I was stunned by blow upon blow which I had received from my losses, until, under the final calamity, I felt like sinking in despair. I had heard of such things, but never was brought into their presence before, nor made to realize the condition of men abandoned to such misfortune. I took final leave of my library, looking upon all that it contained. In every corner of that room, from every shelf and table, arose memories of what had been. And how I had loved its associations! How helpless did I seem against that enemy which, under the providence of God, had ravaged our whole city only the Monday before, and was now advancing under the very eaves of my own house! Passing to the front door, I found friends offering assistance. The time was short for anything, but we resolved to do our best.

While we were thus engaged in disposing of our valuables for removal—oh! who shall describe the thrill it occasioned?—efforts were repeated by thousands of joyful men outside. An engine had been found, and hose sufficient to carry a stream of water from the lake. All feelings of satisfaction must be forever indifferent, compared with the supreme joy of being saved from destruction under such circumstances as these. It seems as if all I had said was nothing. In the dispensations which Providence had meted out to this suffering in the great fire, gratitude to God and praise for all His goodness took the place of every other feeling. And it seems to me as if I have been nearer our Great Father ever since. *Worshiped Him graciously*, such as these, do so improve our moral consciousness of that Power which upholds all existence, that we feel purified and spiritualized. Eternal praise, glory and honor be ascribed to God the Father, and His Son, and the Holy Ghost forevermore!

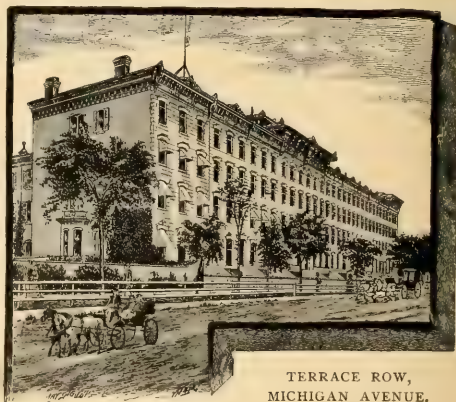
RETARDING THE RETROGRESSION OF THE FLAMES.
—While the flames were raging upon the South Side, after having crossed the river, danger again menaced the West Side in the threatened burning of the Oriental Mills, situated at the west end of Madison-street bridge. How this danger was averted, and demolition of the whole West Side, in all probability, prevented, is told in the following extract from the Journal:

"At half-past two o'clock, the National elevator, just north of the Fort Wayne depot (on the West Side), the rectifying distilleries, at the east end of the Madison-street bridge, and the new brick building of Coolbaugh & Wheeler (on the South Side) were one sheet of flame. Directly across the river from these latter buildings, stands the Oriental Mills, a five-story brick building surmounted with a two-story wooden cupola. It was evident that if the fire crossed the river it would sweep the Illinois River elevator, the Eagle Iron Works, and perhaps the whole West Side. No fire engines were available, and the situation was most critical. The forethought of the owners of the mill, Norton & Co., had provided a powerful force-pump attached to the engine of the mill, which threw two streams of water above the roof, which effectually stopped the spread of the flames in that direction. The skillful management of the hose-pipe by W. Canfield, superintendent of the mill, deserves special commendation."

Another writer, commenting on this period of the disaster, remarked:

"There was one remarkable turning point in this fire, in which everything was remarkable; and that was at Madison-street bridge, where everyone expected to see the fire re-cross to the West Side, and commence upon a new path of destruction. Directly across this bridge were the Oriental Flouring Mills, which were saved from destruction by the immense steam force-pump attached to the mill, by which a powerful stream of water was thrown upon the exposed property, hour after hour. This undoubtedly saved the West Division from a terrible conflagration; for if the Oriental Mills had burned, the combustible nature of the adjoining buildings and adjacent lumber yards would have insured a scene of devastation too heart-sickening for contemplation."

STOPPAGE OF THE FIRE ON THE SOUTH SIDE.—Mr. Sheahan's account of the progress of the flames, early



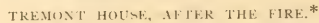
TERRACE ROW,
MICHIGAN AVENUE.

in the morning, and their stopping on the South Side, is given:

"At four o'clock in the morning the line of flame and ruin in the South Division extended above Harrison Street northward to the main branch of the river, a distance of about one mile. To the eastward, it had reached Dearborn Street, having included the Michigan Southern depot; the mammoth Ogden House, covering an entire block of ground; the new and unoccupied Bigelow House; both of the Honoré blocks, the Lombard and Reynolds blocks, Farwell Hall, all the line of seven-story marble buildings on LaSalle Street, the Chamber of Commerce, the Court House,

* The Post-office was first established at Burlington Hall, southwest corner of Sixteenth and State streets, immediately after the fire and was then removed to this church.

Terrace Row was the last to yield. It was a beautiful pile, solidly constructed, and in the face of any ordinary fire would have stood. But after burning



By noon (Monday) the fire had ceased in its progress southward, and, except by uncertain rumor, no one south of Harrison knew of the desolation that reigned in the North Division. The

*For description of this building see the Hotel history.

'lake front' was filled with household goods, piled in the utmost confusion. Weary watchers stood guard about their little all, and hundreds of people, homeless and without property of any kind, were lying about, exhausted. From the 'lake front,' the destruction of the palatial block of residences known as 'Terrace Row' was watched with intense interest.

"It was broad day now, and the sun was up. At least, a small crimson ball hung in a pall of smoke, and people said that was the sun. For the rest, all consciousness of the date and hour was lost. The wind had freshened, and the tumult increased. The fire had pursued its inexorable march in the van of the southwest wind across the south side of the river. Toward the west, it had burned more slowly, and it was nearly noon before the distilleries at Madison-street bridge yielded. The North Side was already attacked in a dozen places. Of the South Division, between State Street and the river, all the slighter buildings had been wiped out, many of the larger edifices were in ruins, and a few of the stoutest were still ablaze, islands of fire. The gaps between the ruins were, it is true, still filled with people, but they were not working to save anything. There was nothing to save—no place whence to escape. The tumult was still loud, but it was changed in its character. It was now the wailing of children seeking their parents—of mothers seeking their families—of men, maudlin with liquor and stupefied with grief, bemoaning their losses. The curious now pressed forward to see, and the dishonest to steal. Those coming from the west and the extreme south met the throngs flying from the north, and made human eddies in every street. But the fire was practically over here; the battle had rolled to the northward, leaving behind in its ruins, through which poured the fugitives and the wounded, those who came on errands of curiosity or mercy and those who prowled about to pillage and destroy."

THE NORTH SIDE.

THE FIRE REACHES THE NORTH SIDE.

—The first authentic account of the presence of fire on the North Side is furnished by Judge Lambert Tree, whose valuable statement is given in succeeding pages. At not later than half-past one o'clock a. m., Judge Tree crossed from his office, on the South Side, and discovered little fires burning on the State-street bridge, and at different points along the street, where dried leaves had become ignited by vagrant sparks which fell incessantly from the South-side fire. But these incipient fires were not the cause of the destruction of that vast area, extending from

On the authority of Andrew J. Wright, who observed the time by his office clock, as he was driven from the building by the flames, we state that Wright's stables took fire at half-past two a. m., October 9



GEO. F. RUMSEY'S RESIDENCE, RUSH AND HURON STREETS.

There was a large quantity of oil in a train of cars which stood on the North-Western Railroad track, south of the stables. This highly combustible substance ignited in some manner unknown, and instantly enveloped the stables in flames. The proprietor, anticipating danger, had caused his more valuable horses to be harnessed, ready to escape if the situation appeared perilous; but so suddenly did the flames envelop the entire structure that the noble animals,

many of which were of high value, could not be driven out in time to save them. There has been much litigation over the losses entailed by this disaster, but only those points which are historically important are here mentioned.

When Julian S. Rumsey parted from Mayor Mason, as has been related, he hastened to his home, on the northeast corner of Cass and Huron streets. He did not think of partaking of breakfast, to which he had a few minutes before invited the Mayor, for he found his house in danger. His daughters, appreciating the situation, had already obtained the garden-hose and were engaged in wetting the house and grounds. The fire was then in sight, although several blocks away. Mr. Rumsey instantly prepared for flight. The fatal delusion which characterized so many persons—the be-



WRIGHT'S LIVERY STABLES.

the main branch of the river to Lincoln Park at Fullerton Avenue, and from the lake, sweeping, with an irregular western boundary, a territory of about fourteen hundred and eighty-eight acres.

gaged in wetting the house and grounds. The fire was then in sight, although several blocks away. Mr. Rumsey instantly prepared for flight. The fatal delusion which characterized so many persons—the be-

lief that their own property would be spared—did not possess him. He had taken from his office some \$40,000 in grain receipts. These papers, together with silverware, were packed in baskets and placed in the daughter's phaeton. A fine oil portrait of the late Hon. John Bice Turner, Mrs. Rumsey's father, was also deposited in the carriage, and this valuable load was driven in safety to the West Side. Meanwhile, the fire advanced northward. Blazing joists went whirling overhead, like monster chain-shot from an infernal battery. A glance toward the south revealed a wall of solid fire. In spite of Mr. Rumsey's wise and deliberate preparation, his family barely had time to escape alive, rushing through the rear doors, into Cass Street, when the flames descended on their beloved home. The flying party undertook to go west, along Huron Street, but the tempest drove them to the northward. They were nearly suffocated with the gases which the heat so rapidly and disastrously generated. To reach Chicago Avenue seemed impossible. As Mr. Rumsey says, "It was like going through fire itself." How they escaped death is still a marvel to them. But even in the midst of perils such as these, there are incidents full of unconscious humor. Just before they were driven from the house, one of the daughters, then seven years old, decided not to soil the fine dress she had on, and hastily exchanged it for a commoner one, leaving the childish prize to burn in the closet. Another, but five years old, seized a small Swiss clock, and bore it safely away. That memento of the night of terror is still retained by the young lady. Mr. Rumsey's personal experiences are illustrative of one phase of the great disaster. He quitted his home so suddenly, on being aroused by the alarm, that he left his watch under his pillow. Subsequently his son, George D. Rumsey, found the timepiece in the ruins. The hands were set,



RUINS OF GEORGE F. RUMSEY'S HOUSE.

fused by the intense heat, at 3:30, indicating the time when the flames devoured the house.

From the time Wright's stables were burned, the fire made phenomenal and irresistible headway. It will be seen that only thirty minutes were required to reach Mr. Rumsey's house, about half a mile away.

DESTRUCTION OF THE WATER-WORKS.—The pumping-works were located on the block between Chicago Avenue and Pearson Street, the engine buildings fronting Pine Street, at the northeast corner of Chicago Avenue. The repair-shops, coal-house, barn, tunnel-shaft and main buildings occupied an entire block, about six hundred and eighty feet.

Lill's brewery occupied a corresponding block on the south side of the avenue. This immense establishment extended from Pine Street to the lake. Eighty feet out into the lake, and seven hundred and seventy-five feet east of Pine Street, stood a small building, twenty feet square, sixteen feet high, used by the brewing company as a paint and carpenter shop. It was built on piles driven in the lake-bottom, and was considered so remote and isolated as to in no way jeopardize the brewery. Incredible as it may appear, this insignificant building was the first to ignite on the North Side. Alone; placed expressly to prevent conflagration; and regarded as of no importance, even in the event of its burning,—this contemptible shell was ignited by the falling brands from the South-side fire, then raging near the Court House. At half-past one a. m., while little flames were flashing up in various piles of dead leaves, and on State-street bridge, this detached shed blazed into fierce fire. The large force of men employed by the brewing company, aided by reinforcements from the Water Works, promptly endeavored to suppress the flames, but the shop burned as if by magic. The adjacent buildings were left unharmed.

Thus far the pumping-works had escaped, and those in charge took courage. They believed the edifice would not be reached. Frank Trautman (engineer), S. W. Fuller (time-keeper), D. W. Fuller, and others, were on watch, guarding every exposed point to the best of their ability. The heavens were ablaze, and huge masses of fire fell in all directions. The men gazed with horror at the sight, for it seemed as if the assault was hurled directly at the system of water supply. Mr. Trautman held his engines in superb control, running at the rate of thirty million gallons a day. The reservoir was full; and, although the demand was great, and many breaks had already occurred in the service pipes, the supply was ample, so long as the works remained intact. Soon after three o'clock, D. W. Fuller, who was standing just north of the main building, noticed a fire-brand, apparently twelve feet in length, whirling through the air, directly toward the water-tower, located about one hundred and fifty feet west of the engine building. The blazing signal gyrated as it dashed itself against the pillar at the northeast corner of the engine-house. In an instant, the roof was aflame. Mr. Fuller glanced at his watch; the time was exactly twenty minutes past three. The men did everything they could to stay the progress of the fire, but without avail. A few minutes before four o'clock, they were driven from the buildings by the intense heat.

The official report of the Board of Public Works, for 1871, says:

"The fire reached the Chicago Pumping-Works at three o'clock Monday morning.* The machinery, the buildings, and all connected with this department were never in better condition than at the time of the fire. It being on Sunday, the reservoirs were full of water, and the supply therefore was unusually good. * * * Notwithstanding the conflagration commenced several miles distant, and at the time a fearful gale was blowing toward the Works, yet as the walls of the building were of stone, the roof covered with slate, and the whole structure generally quite as substantial as ordinary circumstances would require, besides being located in the center of a block, with streets on three sides and the lake in the rear, there appeared no immediate cause for alarm or anxiety for the safety of the

* Mr. Fuller fixes the minute, in a manner that can not be disputed, at 3:20.

works. The rapid advance of the main body of fire created, however, an incessant shower of sparks and embers in our vicinity, admonishing those present to take every precaution at hand to guard against destruction. With this view, a line of hose was laid from the hydrant, and men with buckets of water were stationed upon the roof and between that and the ceiling. Notwithstanding these precautions, the north end of the roof caught fire in several places, but the flames were promptly subdued. The first building that

caught fire in the immediate neighborhood was a cooper and paint shop on the lakeshore, at least six hundred feet distant. At this time, with this exception, there were no buildings on fire for several blocks south of the Works. The roof of the main building, as before stated, was covered with slate; the bays, and that portion adjoining the battlements, of stone, three feet high, were covered with tin. There was no exterior woodwork in the cornice or elsewhere. However but a short time elapsed before the roof ignited, the fire communicated to the floors and other woodwork, and the interior became a mass of flames. At this time, Lill's malt-house and brewery, immediately south, caught fire, and the flames from these buildings were driven by the wind toward the Works, making sad havoc with the Works, driving the employes from their posts. The flames, from this time, spread with such rapidity that the whole neighborhood, for blocks around, became a 'sea of fire.' Thus, at about three o'clock on the morning of the 9th of October, the pumping-works became an utter wreck. Nothing but the naked walls of the building, and the broken and blackened skeletons of three engines, were left to mark the spot from which, only a few hours before, flowed millions of gallons of pure water for the comfort and convenience of our citizens. The water-tower was but slightly damaged. Assistant-Engineer Trautman, with the regular night corps of firemen and others, was on duty at the time of the fire. The men courageously remained at their posts until a portion of the roof fell in, when the engines were stopped, the fire-brackets, and the safety-valves raised, leaving the boiler men barely time to escape from the burning building. The safety-valves were suspended by ropes, which soon burned away, the valves to close. This greatly endangered the boilers, as they were literally surrounded by fire. The main steam-pipe (twenty inches in diameter) was quickly melted off, preventing the steam to escape from the boilers. In consequence of the whole neighborhood being an unbroken mass of flame, it was impossible longer to remain in the vicinity. * * * Although the engines were stopped at about three o'clock, the supply of water continued from the reservoirs for some time thereafter.

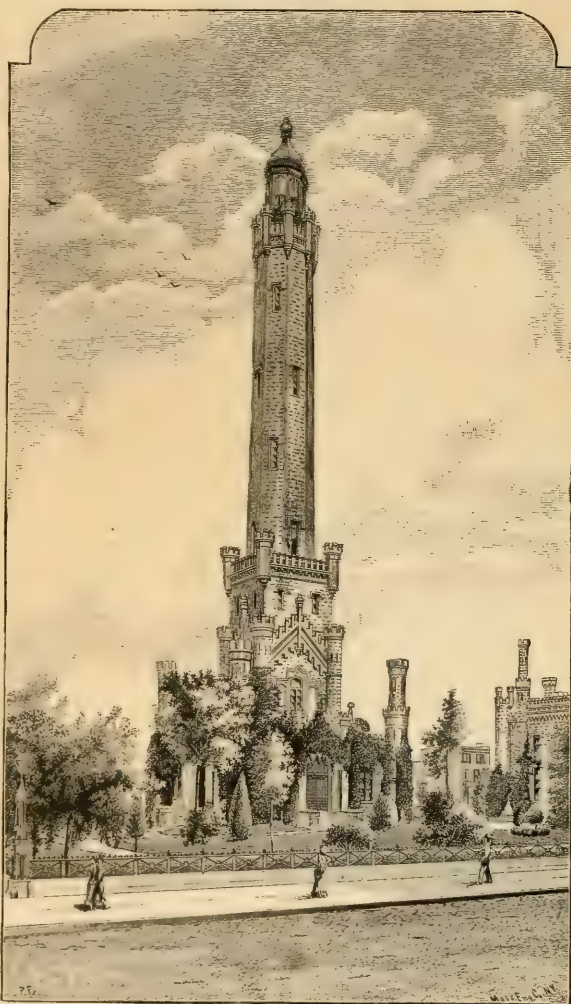
Of the danger to the lake crib, Mr. Cregier said:

"This work, so far as is known, is in good order throughout, under water and ground. The slight temporary structures connected with it above ground, on the land end, were destroyed by fire, and the portion of the crib above water, though two miles from the nearest part of the burned district, would have been burned, in consequence of live coals carried to it by the wind, had not the

keeper watched them during the night, and extinguished them. The present crib, being so largely of wood, is not only combustible, but perishable."

INDIVIDUAL EXPERIENCES ON THE NORTH SIDE.—The perils, sufferings and adventures which befell the vast concourse of people during the frightful flight from the burning city, would fill many volumes, if it were possible to gather all that might be told. That impracticable task must be represented by a few characteristic narratives, ranging from that of the millionaire, who left behind him fortune, home, art treasures, library and fine establishments, to that of the humble laborer, whose little all would not have sold for so much as a single jewel in the casquets of the rich.

THE EXPERIENCE OF JUDGE LAMBERT TREE.—My residence, at the time of the fire, was at No. 282 Ohio Street, on the south side of the street, between Cass and State streets. The members of my household consisted, at the time, of my wife, my son Arthur, then eight years of age, my father, a man seventy years old, and my sister Ellen, and servants. We retired at about ten o'clock Sunday evening. At 12 o'clock I was awakened by my wife, who told me that a large fire seemed to be raging in the South Division, and, on going to a window in the rear of the house, I found a very



THE WATER TOWER.

serious conflagration was in progress in the direction of my office, which was at the corner of LaSalle and Randolph streets. I hastily dressed and hurried across the river. When I arrived at the building where my office was located, the roof and cupola of the Court House was already beginning to burn; several other buildings south and west of the Court House were in flames, and the air was full of sparks, cinders and pieces of flaming felt, torn from the roofs of the houses, and being carried in a northeasterly direction by the wind, which was blowing a gale. I went up stairs to my office, which was so light from the burning buildings in the neighborhood that I found it unnecessary to turn on the gas. Un-

locking the safe, I took out as many papers and other things that I deemed valuable as I could stow in the pockets of my overcoat and a small tin box, and then, locking it again, I started for home.

My route on my return was down Randolph to Clark, up that street to Lake, along Lake to State, across State-street bridge, and thence on North State until I reached Ohio Street. When I got out of doors I found it literally raining fire. Along Randolph and Clark streets canvas awnings in front of many of the stores, and in several instances the large wooden signs, also, were burning. Here and there, where the sparks had found a lodgement, small jets of flames were darting out from wooden cornices on the tops of buildings, while the sparks and cinders, which were constantly falling upon the streets, were being whirled around in little eddies and scattered down the basement stairways. As I crossed State-street bridge, I observed an occasional plank burning in the wooden footways of the bridge. Along North State and Ohio streets, the dead leaves, which the wind had from time to time caught up and deposited against and under the wooden sidewalks, had been ignited in many places by the flying sparks, which had in turn set fire to the sidewalks, so that every few yards tongues of fire were starting up between the cracks in the boards. Up to the time of reaching home, however, I could not discover that any house was on fire on the North Side.

As soon as I reached my home I directed everybody to dress, and prepare to leave, if necessary. I then went to the rear of the house, and, on looking out of the window, observed that the railroad depot and Wright's livery stable, near the north end of State-street bridge, were burning. When I passed there, less than ten minutes afterward, the little wooden cottage on the west of me was in flames. This cottage was four blocks north of Wright's livery stable, and, as far as I could discover, there were no buildings intervening between these two points which had yet taken fire; but it was one of the characteristic features of the conflagration that isolated buildings would catch fire several blocks in advance of the main body of the flames, from the flying sparks and cinders. I went upon the roof of my house, and ordered the servants to pass me up buckets of water as fast as they could, thinking that if I wet the roof thoroughly that would at least be a safeguard. In a few moments, however, I became convinced that no amount of water that I could command would save us. The sparks and flaming felt were now flying as thickly on the North Side as I had, a short time before, observed them in the South Division. The size of some of this burning material hurled through the air seems almost incredible. While on the roof of my house, a burning mass, which was fully as large as an ordinary bed-pillow, passed over my head. It fell upon the street, and on descending I had the curiosity to examine it, and found it to be a mass of matted hay. There were also pieces of burning felt, some of which I should say were fully a foot square, flying through the air, and dropping upon the roofs of houses and barns. By this time (which was about half-past two o'clock in the morning), a great many afflicted men, women, and children began to appear in the streets, hurrying along, carrying large bundles in their arms and upon their backs, or dragging trunks and boxes. Many of the neighbors were depositing trunks, pictures, and other things which they could most readily remove, into the grounds of H. H. Magie, on the opposite side of the street, it being supposed that a space so remote from buildings must be safe. Two of our servants, catching the general infection to flee, dragged their trunks down stairs, and disappeared in the street. It began to be apparent to the rest of us that we also must seek a safer place. The burning cottage on the west of us, which was now enveloped in flames, and one or two barns on our premises, which had just taken fire, admonished us that our turn would soon come. It was, therefore, determined that we should cross the street, and join Mr. and Mrs. Magie at their house, where we could await the further progress of events. It was now nearly three o'clock, I should think. The ladies put on their bonnets, and my wife, carrying a tin box containing her jewelry and some other valuables, led the way, accompanied by my little son Arthur, my father and sister, and a faithful French girl, who remained with us through our subsequent adventures that night, and, by her coolness and nerve, proved most serviceable. I remained behind a few minutes to secure a trunk containing the family silver, and, as I dragged it through the hall, I also thought I would save a portrait of my son, which was hanging in the parlor. Accordingly I stepped in, cut the cords by which it was suspended, and carried it in one hand, while I drew the trunk across the street with the other. When half-way across the street, I turned and saw that we had left the house with a full head of gas turned on in all the rooms. It was hard to realize that we had left it for the last time. When I reached Mr. Magie's garden, following the example of neighbors, I deposited my picture under a large tree, and it was the last I ever saw of it. The trunk containing the silver met a better fate. Not knowing exactly what to do with it, I delivered it to Mr. Magie's gardener, old Matthew, whom I happened to run

across, with directions to bury it. He obeyed my instructions, as I found out the next morning; and this was the only property saved by the whole family.

I entered Mr. Magie's house by the back door; and, as I was approaching it, I saw that his stable, which was back on Ontario Street, was in flames. I found the family all assembled in the library, together with the mother of Mrs. Sylvester S. Bliss, one of our neighbors, who having become, in some way, separated from

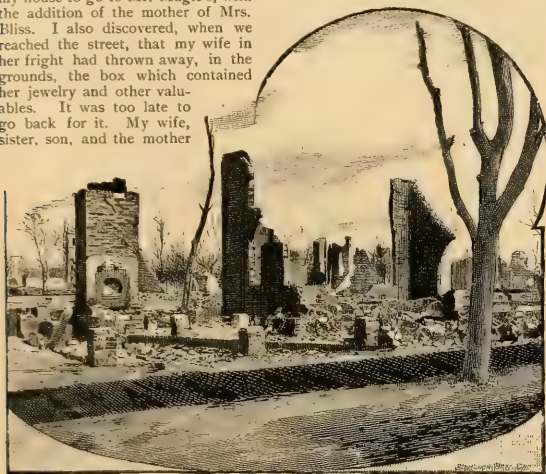


RUINS OF LILL & DIVERSY'S BREWERY.

her own family, had, like ourselves, taken refuge in Mr. Magie's house. We had been there only a few moments, when, on looking out of the window, I discovered that the covered wooden porch, which stretched across the whole width of Mr. Magie's house, was on fire, and urged that we should immediately depart, as it was dangerous to remain a moment longer. All agreed to this, and we started to leave—my wife, my son and myself leading the way. We had scarcely got out of the door before we were assailed by a hurricane of smoke, sparks and cinders, which nearly blinded and suffocated us. Fearing separation, I grasped my wife by one hand and my son by the other, and moved around to the west side of the house, intending to pass through one of the gates on Ohio Street; but we had no sooner got from under the protection which the north wall of the house afforded us, than we met the full force of this hurricane of smoke and fire. My wife's and sister's bonnets and my father's and son's hats were immediately blown from their heads, while the cinders were falling upon heads, hands and faces, and burning them. It was impossible to get to the gate on Ohio Street before being suffocated, and we instinctively turned and ran towards the northeast corner of the block, thus turning our backs to the smoke. I now observed that the paling fence, six feet high, which surrounded the block, as well as the wooden sidewalks on the outside of it, were on fire in many places, and that a great number of bushes, shrubs, and plants, and several of the trees, in the grounds, were burning. As we moved along, to add to the embarrassment of the situation, my wife and sister both showed signs of fainting, and the French girl now had the other arm of my wife, assisting her along.

Here I must record a circumstance which seemed almost providential at the time. There was no gate at the northeast corner of the block. We were simply driven in that direction by the storm of fire and smoke, because we could go in no other. I was, therefore, feeling very anxious about what we should be able to do after arriving at the fence, when, as we got within a few steps of it about twenty feet of the fence fell over upon the sidewalk, and made a passage way for us. This was undoubtedly caused by the posts having been burned away, in part, near the ground, and the fury of the storm against the fence with its weakened supports. The fence fell upon the sidewalk, which was in full blaze, and thus we passed over it. The skirt of my wife's dress took fire as we went through the flames, and I tore it off.

When we had reached the street, and counted our party, we found, to our horror, that neither Mr. nor Mrs. Magie were with us. It seemed, as we afterward learned, that instead of following us, as we had supposed when we all started from the house, they lingered behind for a few moments, and thus got separated from us. It was as impossible to go back then as it would have been to have crossed a sea of fire, and there was nothing to do but to continue our flight. Our party, as we stood at the corner of Cass and Ontario streets, consisted of those I have mentioned already as having left my house to go to Mr. Magie's, with the addition of the mother of Mrs. Bliss. I also discovered, when we reached the street, that my wife in her fright had thrown away, in the grounds, the box which contained her jewelry and other valuables. It was too late to go back for it. My wife, sister, son, and the mother



RUINS, STATE AND INDIANA STREETS.

of Mrs. Bliss were all slightly burned about their heads, hands and faces, and the clothes of all of us had numerous holes burned in them. My wife, sister and son were also hatless. Beyond this we were all right; and we hastened eastward along Ontario Street, doubly oppressed by the feeling of uncertainty which now weighed upon us all as to the fate of Mr. and Mrs. Magie. Looking behind me, everything was enveloped in clouds of smoke and sparks, and, here and there, a neighbor's house was in flames.

We continued along Ontario Street until we struck the vacant grounds on the shore of the lake. These grounds then occupied a space from St. Clair Street to the lake, and from Superior to about Indiana or Illinois Street, covering many acres perhaps forty or fifty. On the north were Lill's brewery and the Water Works, running to the water's edge, and preventing any advance beyond Superior Street in that direction, especially as both of these buildings were then on fire; on the south were one or two planing-mills and numerous lumber-yards, extending to the river. When we arrived on the lake shore we found thousands of men, women and children, and hundreds of horses and dogs, who had already fled there for refuge. The grounds were dotted all over, at short intervals, with piles of trunks, chairs, tables, beds and household furniture of every description. It seemed as if this great open space, with nothing but the broad lake on the east of us, ought to be safe; and yet there, a few hours later, and for the second time that morning, we nearly perished from suffocation.

It was between three and four o'clock when we arrived on the grounds. We stood among the crowd, watching the fire as it advanced and gradually encircled us, until the whole city in every direction, looking north, west and south, was a mass of smoke and flames. The crowd itself was a study. In some instances whole families were huddled around their little piles of furniture, which was all they had left, that morning, of their yesterday's home. Here and there a mother sat upon the ground, clinging to her infant, with one or more little ones, who, exhausted by the prolonged interruptions to their slumbers, were now sleeping, with their heads reclining on her lap, as peacefully as if nothing unusual was transpiring. Several invalids lay helplessly stretched upon mattresses, but still surrounded by relatives and friends, who were endeavoring to soothe their fears. One young girl sat near me, with a cage containing a canary bird in her lap, whose life she was seeking to protect. She had covered the cage with her shawl, and from time to time raised it to see if the bird was all right. An hour or two later, while she was moving to a place of greater safety, I

saw her little pet tumble from its perch to the bottom of the cage. It was dead; and the poor child, who doubtless had met her first sorrow, burst into tears. There was also something of that demoralization visible which, it is said, so often crops out when the good ship has struck upon a lee-shore and total shipwreck is inevitable. Some men and women who had found liquor among the household stores there, and who sought to drown their present woes in the bottle, were now reeling about, drunk; while, in several other instances, rough-looking men were going around, breaking open and rifling trunks and boxes. Judges of courts and police officers were there, but they only formed so many units in that stricken assemblage, and their authority that morning was no greater than that of any other man upon the ground. A poor woman, extremely ill, who had been brought down on a mattress, died in the midst of a mixed crowd of men, women and children; and, although the fact that she had died was understood in the vicinity of where she lay, it did not seem to excite the sensation of horror which one would ordinarily expect at the happening of an event like this, under such circumstances; on the contrary, a knowledge of the fact seemed to be received with comparative indifference. Yet, so solemn an incident as the transition from life to death of a human being, in the presence of the same people differently situated, would doubtless have excited the profoundest sympathy and kindest attention to the friends who stood hovering around the body. That such an event could occur in the midst of such a class of persons, and cause no greater attention than it did, simply furnishes an illustration of the state of people's minds and the immediate danger in which they believed themselves to be standing that morning.

The sparks and cinders were falling as fast and thick as hailstones in a storm; and, soon after daylight, to add to our discomfort and danger, the piles of household stuff, which covered the ground everywhere, began to burn. Among this stuff were many feather beds and hair mattresses, and the heat and smoke became so intense that we were obliged, from time to time, to change our position to one nearer the water. An hour later, and the immense piles of lumber on the south of us were all afire, and then came the period of our greatest trial. Dense clouds of smoke and cinders rolled over and enveloped us, and it seemed almost impossible to breathe. Man and beast alike rushed to the water's edge, and into the water, to avoid suffocation. There was a mixed mass of human beings, horses, dogs, truck-wagons and vehicles of all descriptions there. Some persons drove their horses into the lake as far as the poor beasts could safely go, and men, women and children waded out and clambered upon the wagons to which the horses were attached, while the lake was lined with people who were standing in the water at various depths, from their knees to their waists, all with their backs to the storm of fire which raged behind them.

We remained in this position several hours, until the lumber yards were substantially destroyed and the intensity of the heat and smoke had, in some measure, subsided. I then moved slowly, with my family, north along the water's edge as far as the foot of Superior Street—which, indeed, was as far north as one could go on the lake shore, the burning ruins of Lill's brewery and dock making a bar to further progress in that direction. At the foot of Superior Street, there was a wooden one-story shanty, which had been erected for some manufacturing purpose, and which, by some sort of miracle, had escaped the fire; and as we were all suffering intensely with our eyes, in consequence of the heat and smoke to which they had been subjected, we determined to enter the place. We found it already very much crowded with people, and, after trying it for a short time, concluded that the open air, even with the heat and smoke, could be no worse; and therefore came out and sought a position behind the north wall of Superior Street, which had been extended quite to the lake shore. My wife, being very much fatigued, took a seat on the ground, but had been there only a few moments, when I discovered that her clothes were on fire. I immediately raised her, and succeeded in extinguishing the fire with my hands. We became satisfied that the safest place was on our feet, moving around, and waiting patiently until relief should come.

Between five and six o'clock in the afternoon I discovered a vehicle emerging from the smoke which still enveloped the city, although all the houses in this portion of it had already been destroyed. It was coming down Superior Street toward the lake, and I ran forward to meet it. It proved to be a covered one-horse grocery wagon; and I soon bargained with its driver to take as many as we could get into it, to the West Side, for ten dollars. Accordingly, my wife, son, father, sister, the mother of Mrs. Bliss, the French girl and myself, and also Mr. and Mrs. Butterfield, their

daughter Clara, and their son Justin, with his pet goat, which he had been carefully trying to shelter and protect through the day, all packed ourselves into the wagon, and started for the West Side. The smoke was still so dense that we could see but little, and really had to grope our way along; but we saw enough to know that the North Side, at least, was destroyed, and that all that was left of the thousands of happy homes of the day before, were a few chimney stacks and an occasional broken and cracked wall. All the rest lay in the smoldering embers and tangled debris of the cellars. Our course was taken along Superior Street to Clark, down Clark to Kinzie, and across Kinzie-street bridge, which fortunately escaped the fire, to the West Side. When we arrived on the west side of the river, the driver asked me where we wanted to go. That question puzzled us all. We did not know. Anywhere, so that we could get a night's shelter and something to eat. It was now seven o'clock, and the last time that any of my family had partaken of food was at our five o'clock dinner on the preceding evening, twenty-six hours before. The man drove us up Washington Street, and stopped in front of a house, which he said was a boarding-house. While descending from the wagon, I was recognized by Mr. Charles Gray, who kindly invited my family, all he could accommodate, to come to his house, which was in the immediate vicinity, and where we were most hospitably treated by him and his wife, and everything they could think of to make us comfortable was done for us. Mr. and Mrs. Butterfield, and the rest, found quarters at the boarding-house.

That night was an extremely anxious one to all of us. Everyone felt nervous lest some change of wind might cause another conflagration on the West Side; and as the supply of water was now entirely cut off, it could not be otherwise than disastrous. The streets were patrolled by citizens, who had organized them into districts for the purpose; and I, although somewhat fatigued, walked the district in which we were staying the greater part of the night. So timid did every one feel about fire, that smoking was prohibited on the streets; and it was one of the duties of the patrol to see that this regulation was carried out. An idea seemed also to prevail in the public mind that we stood in peril of incandiarism. I did not remove my clothes during the night.

At daybreak, I hailed an express wagon, and drove over to the North Side, to see if I could find the trunk of silver which I had directed to be buried. When we reached the North Side, everything was the picture of desolation. Not a house remained to the north, south or east of Wells Street, as far as the eye could reach, save only that of Mahlon D. Ogden. The telegraph wires



MAHLON D. OGDEN'S RESIDENCE.

lay curled and tangled upon the streets, and here and there was a dead horse, cow or animal of some kind, which had been overtaken by the fire, and perished. I saw that morning, however, but one dead human body, and that was on Dearborn, between Ohio and Ontario streets. It was burned beyond recognition. When I reached Mr. Magie's grounds, I found that old Matthew had faithfully executed my orders, and that the trunk and its contents were safe; and this was the only piece of personal property which remained to us after the fire. I put it into the express wagon, and

drove back to Mr. Gray's house, where we all sat down to an excellent breakfast.

I will now return to Mr. and Mrs. Magie. Their story, as related by themselves, is, that instead of following us out of the house, as we supposed at the time, they remained a few moments, to gather up a few keepsakes. That when they did come out, they encountered the same tornado which we had experienced, and were also driven back in their attempt to pass out of the gates on Ohio Street. They then, instead of going to the northeast corner of the block, as we had done, went to the northwest corner of it, where an immense elm tree stood, and which they thought would give them some shelter from the sparks and cinders which were falling upon and burning them terribly. After they had remained in this position for a short time, and when they supposed they were lost, they discovered a hole burned in the bottom of the fence on the State Street side, three or four feet long and two or three feet high, through which they crawled, and thus escaped into the street. They were by this time, however, badly burned upon their ears, noses, hands and limbs. They made their way up State Street to Chicago Avenue, along that street to LaSalle, and up the last street some distance, when a friendly door was thrown open to them. They had only been there a few hours, however, when the house in which they had taken refuge was threatened with destruction by the advancing fire, and they were obliged again to seek a place of safety. Following the crowd of fugitives northward as rapidly as their blistered limbs would permit, they reached North Avenue, along which they walked until they found themselves, late in the afternoon, on the western outskirts of the city, completely exhausted by fatigue and suffering. (It should be stated that Mr. and Mrs. Magie were both approaching seventy years of age at the time.) While standing upon the road not knowing what to do, they were met by Dr. Gillett, a gentleman who had known Mr. Magie in former years, and now recognized him. He kindly procured an express wagon, the only conveyance which was to be had, and assisting Mr. and Mrs. Magie into it, drove them immediately to his own house; so that, in addition to a comfortable shelter that night, the burns of Mr. and Mrs. Magie, which had now become most painful, received immediate and skillful medical attention from Dr. Gillett. Such was the total disorganization of the city immediately after the fire, that it was only after three days of the most diligent search, that we were able to learn whether Mr. and Mrs. Magie were still alive, and of their whereabouts. On finding them, we were all united under the hospitable roof of Mr. Stanford, where we remained a few days and until we could find a house to rent, which was no easy matter at that time.

NARRATIVE OF ARTHUR M. KINZIE.*—I had been, for the two years previous to October, 1871, at the North Manitou Island, near the lower end of Lake Michigan. Having decided to return to Chicago, I arrived here with my family and household goods on Friday, October 6th, and took up quarters temporarily at the residence of my uncle, Colonel Robert A. Kinzie, on Ontario Street, nearly opposite the Historical Society's building, between Clark and Dearborn streets. All of our furniture and effects were placed in a storage warehouse, corner of Cass and Michigan streets, I having refused an offer to store them on the West Side, because the building was of wood, and I was afraid they might be burned before we got settled in a house of our own.

On Sunday evening I had been on the South Side visiting my brother, and was returning home between eight and nine o'clock, when the fire alarm was sounded. After I had reached home and saw how rapidly the fire was increasing, I left the house and went toward the river. I sat at the south entrance of the LaSalle-street tunnel for some time, until the buildings southwest of the Court-house square took fire, and then started home, convinced that the fire would sweep all the way to the Illinois Central depot, but not for an instant believing it would cross the river. I remember thinking how scared a woman must be who, at the north entrance of the tunnel, asked me if I thought the fire would reach there.

On arriving at Colonel Kinzie's, I found that he had just returned, having been over to his office, at the United States Army headquarters, to secure some valuable vouchers, which he barely succeeded in accomplishing, and that our wives had gone to look at the fire. I retired to my room, and sat reading for some time, when, on looking out of the window toward the south, I saw that the fire was on the North Side. My wife had not returned, so I aroused my two children, and commenced to dress them. At this time the policemen on duty were going from house to house rapping on the doors and telling the people not to go to bed, but to be ready to move on short notice. In a short time my wife and aunt returned, and stated that they had been trying to stamp out the fire in the leaves around Magie's place.

At this juncture, Mrs. Captain Johnson came running in, wild with excitement, and asking us all if our clothes were insured, rushed away again. Just then a boy pounded on the door, rang

* Son of John H. Kinzie, one of the early settlers of Chicago.

the bell furiously, and shouted, "Mr. Kinzie your house is on fire!" Hastily running up stairs to the back of the house, I found it to be a fact, and, seizing a blanket from the bed, I took one of the children, my wife taking the other, and we left the house—to go, we knew not where. Turning north on Dearborn Avenue, we walked slowly along, scarcely realizing that we were not to return shortly, as if nothing had happened of a serious nature. When we arrived opposite Mr. Mahlon D. Ogden's house, my wife suggested going in there until the fire was over; but as I could not see how that was any safer place than where we had left, I decided to move on. A short distance farther on my wife declared she must stop and rest and get a drink of water, so we went into Obadiah Jackson's house, which we were passing at that time. Mrs. Jackson was very kind, but there was no water to be obtained, the Water Works having ceased operating. She had, however, some very nice bottled ale, which she gave us; and as we were enjoying that and resting, the gas suddenly went out and we were left in darkness. Mr. Jackson's carriage was at the door, and Mrs. Jackson was busy packing the silver, and such articles as they could carry with them, intending to depart as soon as the near approach of the fire forced them to do so. After resting a while longer, we started on again. Every block or two we would sit down on the edge of the sidewalk, and rest until the fire made us move onward. Very little was said by anyone; there was no loud talking or shouting, though the streets were crowded with people and vehicles of every description, loaded with every conceivable kind of luggage. I saw one man carrying the rubber tube and broken standard of a drop-light; another was trundling a wheelbarrow on which was a coe stove, while on his back was a huge feather bed. One woman had a live hen in her arms, several had cats, and numbers had canary birds in cages. We met Dr. Tolman Wheeler pulling a trunk along the sidewalk by one of the straps; and as he was going directly toward the fire instead of away from it, I turned him around and started him in the right direction.

Just after daylight, we reached the corner of Clark Street and North Avenue. At that place we found Hon. John Wentworth, accompanied by a boy carrying his black leather bag, whom he informed us was a bell-boy from the Tremont House that he had impressed into his services when he left the hotel. We consulted as to the best route to take. He advocated going west across the river, as by so doing we would get out of the track of the flames and eventually arrive at a place of safety. My idea was to push on to Lake View, where we had friends, and trust to the fire burning itself out before it got that far. And so we parted, each taking the route we had decided upon. At this time the whole appearance of things was most unnatural and solemn. The crowded streets and sidewalks; the incongruous heaps of humanity; the dust and smoke driven by the fierce gale which, with increasing force, was sweeping from the southwest; the lurid glare from the flames; and the silence which everyone maintained as they trudged wearily along, not knowing where they were going, nor where their enforced journey would end; together with the ever-falling sparks from the unrelenting and resistless wall of fire behind us, continually impelling us forward, all tended to make the scene one never to be forgotten, but impossible to fully describe.

A short time after leaving Mr. Wentworth and his bag-bearer, we took possession of an empty omnibus; and leaving my wife and children therein, I repaired to a livery stable near at hand, to see if I could make a bargain for some sort of a conveyance to move us more comfortably from the immediate vicinity of the fire. The proprietor did not give up the hope that, somehow or other, his property would be spared, so he would not let anything go until he had to move altogether. "If I was a mind to wait," he said, "until the fire made him travel, he would give me a lift." No offers of any price could move him from that decision. I heard afterward that he waited so long that he lost most of his stock. When I returned to the omnibus, I found Mr. Thomas L. Forrest talking to my wife, and he kindly invited us to his house, a square or two distant, to rest and have some breakfast. This we gladly consented to do. Mr. Forrest and myself went up on the roof of his house. The sight was truly awful! Towards the south nothing to be seen but what seemed a solid wave of smoke and fire rolling slowly towards us, the latter darting and leaping upward, it seemed, hundreds of feet. The wind was so strong that we could not stand on the roof without holding on to something. When we were moving along Wells Street I could see, as I looked back occasionally, the fire make a jump across the street from west to east and strike a building, the front would melt away, exactly as a sheet of paper laid on a bed of burning coals will smoulder awhile, then suddenly flash up, and be gone. I also observed burning pieces of boards sailing along, high over our heads, that were certainly six feet long and as many inches wide.

When it became evident, later in the day, that our kind host's refuge could soon become untenable, we resumed our enforced pilgrimage. Before we left there, I was out on the street, when I

was accosted by Ira Bowen, seated in a one-horse wagon loaded with his Lares and Penates, who said, with the tears making light-colored streaks down his dusky cheeks, "Arth., have you seen my wife and baby? I've lost them!" I answered, "No," and inquired where he had lost them. He said that he had got into his store wagon, put his wife and baby into his carriage, and told the driver to follow him, but, on looking around a short while before, they were nowhere to be seen. He said, "My store is burned; my house is burned; everything is burned; but I won't care for it all, if I can only find my wife and baby." I asked him where he was intending to go when he started, and he said he thought of going to Mrs. Reynolds's. He said he had not been there yet, so I suggested that he do so; and he found them there.

The rest of the trip to the city limits was much the same as the first part of the journey. We saw thousands encamped in Lincoln Park, each group surrounded by the few household effects they had been able to save and transport to that place. On arriving at the city limits, we found Colonel Robert Kinzie's family comfortably settled at the hospitable mansion of Robert Clarke, who, with his family, were busily engaged cooking and distributing food to the famishing refugees who crowded the grounds and adjacent street.

After remaining a short time we accepted the invitation of John Hunter, the conductor of the Lake View dummy, to make his house at Graceland our home, and reached there about dark, Monday evening. The neighboring woods contained a goodly number of outcasts, and the street cars, which had been run up there for safety, made a comfortable shelter for many. A number of the inhabitants of that vicinity were at work with plows and spades, digging trenches and ditches to prevent the fire from passing through Wright's Woods. During the evening the prairie to the west of us took fire, and we began to think that, after all, the lake would be the only sure refuge from the devouring element. That fire, however, shortly burned itself out, which relieved our minds very much. About midnight I heard some one call my name, and running out, I found, with what gratitude to God no one can tell, a carriage containing my brother George and my brother-in-law, who had started at noon, on Monday, from Indiana Avenue near Twelfth Street, and by driving around on the West Side, and thence to the North Side, had succeeded in getting in front of the fire and tracking us to that place. The carriage was loaded with provisions and jugs of water. I hastily gathered my family, and bidding adieu to our kind entertainers, we started for my wife's sister's, on the South Side. In passing through the vacant part of the northwest side, we distributed our provisions and water to those we could find of the sick, who were encamped in large numbers in that vicinity. We saw in one place a very sick man. His wife was attending him, and had obtained an old piano packing-case, which she had placed on its side, with the bottom toward the wind, and made a bed for her husband inside. A piece of candle fastened to a wire, hung from the top, by the light of which she was reading to him. Her greatest trouble was want of water, and when we gave her a jugful, her gratitude knew no bounds. It was a strange sight as we passed through the burned district that night. All the squares formerly built up solidly were now so many black excavations, while the streets had the appearance of raised turnpikes intersecting each other on a level prairie. All the coal yards were still burning, and gave light enough to travel without difficulty. About daylight, on Tuesday, we reached our destination, truly thankful that we had escaped with our lives, and were provided with shelter and kind friends, while so many were without either at that terrible time.

GEORGE PAYSON'S NARRATIVE.—In October, 1871, I was living at No. 248 North LaSalle Street. At half-past two in the morning of October 9, we were awakened and informed that there was a great fire down town, and that the Court House had just fallen. I dressed in the utmost haste, and in twenty minutes was at my office, No. 39 South Clark Street. I ran into my office and looked around. A fireproof safe stood in one of the rooms, stuffed full of valuable papers. I could not move that, nor did I think it necessary, for it would be safe of course. It never occurred to me that when we came to open it, as we did a week after, we should find nothing but a mass of cinders. I had nothing but my own hands, and it was little enough that I could carry away in them. I fixed on two volumes of Freeman's Illinois Digest, which I had owned for years, and nearly filled with marginal notes, and a large manuscript volume of briefs, which I valued more for the labor they had cost than for any good they might afterward do me. With these books under my arm, I started to return to the North Side. The lights were out in the LaSalle-street tunnel, and the light of the fire could not penetrate the narrow passage. I still seem to hear the oft repeated cry of "Keep to the right," "Keep to the right," by which the hurrying fugitives gave each other notice of their approach. * * *

From time to time I went to see how the fire was advancing. Its progress was by no means as rapid as is sometimes supposed. It consumed about eight hours in traveling over the space be-

tween my house and the Court House, and this dilatory movement occasionally inspired hopes that it might in some way be checked. At Chicago Avenue, on account of its great width, there was some thought of making a formal attempt to stay the advance of the flames by tearing down the houses on the south side of the street; but there was no one with authority to direct operations, and the work was abandoned almost as soon as it was begun.

About six o'clock, Mr. Charles A. Gregory drove up to my door with a horse and buggy, and kindly offered to take my wife and baby to a place of safety. I gladly accepted this offer, and he accordingly took them, with the nurse, to the house of C. N. A. Hutchinson, just north of Lincoln Park, and about two miles from my home, where it was supposed they would be entirely beyond the reach of danger. I remained with my boy to look after the house, which I yet hoped might in some way be preserved, and which I was determined at all events to guard from the thieves, who were now hard at work seeking to profit by the common misfortune. To make sure of our clothing, however, I removed that to the house of Dr. Clark, on Wells Street, and a little farther from the fire than my own. This gentleman was the owner of a large number of rare and valuable pictures, which he had been collecting for years, and most of which, I was sorry to learn afterward, were destroyed.

About ten o'clock, my wife surprised me by returning to our house. Having no longer any fear for her baby, she had become anxious on our account, and could not help coming to look after us. I went with her to the house of Dr. Clark, and, leaving her there, hastened back to my house, to make one final effort for its preservation.

As I have already stated, the fire on the North Side began near the lake, half a mile east of LaSalle Street, and burned first all the houses in that direction. A second detachment then came up from the south and destroyed another line of houses parallel to the first, and so on till the work was complete, like reapers in a field of wheat. Thus it happened that the houses opposite, on the east side of LaSalle Street, burned long before my own, and, from my front windows, I saw it all. A large English ivy that we had been training for years covered nearly the whole front of our parlor. As the windows grew hotter and hotter from the fire opposite, I took down this ivy and laid it all out on the floor, if not to save it, at least to postpone its fate as long as possible. I remained in my house till long after all those opposite had burned to the ground, and till the fire had come up in the rear, forgetting that there might be my only way of escape. In the meantime I made a feeble attempt to save the house. I knocked down the wooden steps that led up to the back door, and covered with blankets the doors that led down into the cellar. Having a bathtub half full of water, I brought down a pailful to throw upon the blankets. As I opened the back door for that purpose, I saw the fire coming along the rear of the block with wonderful rapidity. A long arm of flame, seemingly without support, would dart out through the air; one touch of its finger, and instantly the wooden balconies, fences and outbuildings were in a blaze. A lucifer match does not burn more quickly. Suddenly I received a blow in my face, as from some solid body, that almost knocked me off my feet. It was another burst of flame that came, I could not tell whence, but it was enough to show me that I could not delay where I was much longer. I hastily closed the door, but the next moment it was bored through by the flames in a dozen places, as if it had been so much tissue paper. I saw then that this was the end of it. As the fire came into the house at the back, I ran out at the front, into the burning street. The fence by the side of the door was already blazing, but happily the sidewalk had not yet caught. That was the last I saw of my house till I came, some days later, to survey the ruins, and to moralize, as I suppose so many others have done, over the spot where once had been a pleasant home, but now only a heap of bricks, with the fire still smouldering beneath.

Arrived once more at Dr. Clark's, we all refreshed ourselves with the tea Mrs. Clark was thoughtful enough to offer us, and then started on our way to the house of Dr. George E. Shipman, on Peoria Street, between Randolph and Lake, on the West Side, about three miles away. Burdened as I was with my impedimenta, I could not move fast enough to suit my wife, who was impatient to get to Dr. Shipman's, in order to send some one from there in search of our little girl. She accordingly left us, and went on alone, while we followed more slowly after. We went by way of Division Street, that being the nearest bridge that was then passable. There, too, were thronging thousands, seeking, like us, the nearest way of escape.

It was about five o'clock when we at length arrived at Dr. Shipman's. My wife had reached there, after a very exhausting journey, some hours before, and had dispatched a messenger as soon as possible in search of our absent child. He brought back only the dismal tidings that Mr. Hutchinson's family also had at last been compelled to fly, but where they had gone was more than

he could tell. I lay that night on the parlor floor but not to sleep. No one knew how soon we might be again aroused. The horrors through which we had passed, our fears for the future, our anxiety for our little girl, all conspired to keep us in a state of the most intense excitement.

Early the next morning, I started with Dr. Shipman's horse and buggy in search of my child. Mr. Hutchinson's house, whither I first proceeded, was in ashes, as was also that of Dr. Foster, just north of it. Where should I now go? was the next question. As the natural course of the fugitives would lie in that direction, I concluded to go north into Lake View. The house of Mr. Daniel Goodwin, near the lake shore, was the only place I could think of where Mr. Gregory would have been likely to seek refuge; but here too I was disappointed. The house was standing, the fire not having gone so far, but those I sought were not there, nor any one who could give me any information of them. But a little farther on I met Mr. Mahlon D. Ogden, and learned from him that Mr. Gregory had taken his family out to Emanuel House, a large building occupied as a school, and standing several miles away by itself in the open prairie. My poor horse was by this time well exhausted; but as I now felt sure that I had nearly reached the end of my journey, I pushed on over a wretched road, till Emanuel House at last came in sight, within the walls of which I felt sure of finding the fugitives. But they were not there. They had left the house with Mr. Hutchinson the evening before—



RUINS, C. H. MCCORMICK'S RESIDENCE.

that was all I could learn. I drove back to Lake View, without any idea where to look next, and almost in despair. It seemed as if my search would be in vain, and I should have to go back alone. But just then I met Mr. Greenleaf, formerly clerk of the Circuit Court, with whom I was fortunately well acquainted. He stopped, as we were about to pass each other, and asked me if I had found my child and nurse. "No," I cried; "do you know anything about them?" "Yes," said he; "I carried them last evening to the house of Mr. Ward, down here on the lake shore." It was even so. He had found them wandering aimlessly along the road the evening before, not knowing where to turn; and, after everyone else had refused to render them any assistance, he had taken them to a place of rest and safety. He now gave me the necessary directions—the house was not far away; and as I drove up to the door, my little girl, in her nurse's arms, was smiling at me from the window. I found out then how much harder it is to bear joy than pain. That night we were all united.

The history of the next week is known to everyone. It was a week of constant fear and excitement. At night, the light of the huge piles of coal, that continued to burn long after the last house had fallen, filled the sky, constantly causing new alarm. Every hour brought in fresh accounts of incendiaries caught in the very act—accounts so minute and direct that it was almost impossible not to believe them. The destruction of the Water Works, and the consequent want of all means for putting out any second fire greatly increased our anxiety. All that week I never undressed, and hardly slept, not knowing but what at any moment we might be driven to seek safety in the open prairie. In anticipation of such an event, we arranged our plans and mapped out the best

line of flight, so that we might all meet, at least, at the same point. But the week passed away, and then another; the Water Works were repaired; the troops came to give us courage, if they did nothing else; sympathy and money and clothing came pouring in upon us; we all at once found out that the world was very big, and that Chicago, though so often scoffed at, was not without many to love her. And so, by slow degrees, our life flowed back into its old channels.

EXPERIENCE OF HON. ISAAC N. ARNOLD. — The eminent social and professional rank held by Mr. Arnold renders his narrative valuable as a type, while the peculiar adventures of the family, without parallel so far as we have been able to learn, add a romantic touch which enlivens the story with thrilling interest. Why Mr. Arnold chose to ascend the river, between the still burning tracts, instead of going southward on the lake, is a question that naturally suggests itself; but at that time the lake was enveloped in a cloud of smoke and fire, from the burning South Side, and navigation thereon was exceedingly hazardous. Among the many elegant homes which graced a portion of the North Side, there were few that surpassed the Arnold mansion in the appointments which attend a cultivated and intellectual taste. Mr. Arnold enjoyed the fruits of a life devoted to mental labor, as a lawyer of distinction, a litterateur and a public man. He was the friend and biographer of Abraham Lincoln. His spacious home, with its grounds, occupied the whole block bounded by Erie, Huron, Pine and Rush streets. The grounds were filled with beautiful shrubbery and trees, and entirely secluded by a luxuriant lilac hedge. Perhaps the most noticeable feature was the vines of wild grape, Virginia creeper, and bitter-sweet, which hung in graceful festoons from the massive elms, and covered with their dense foliage piazzas and summer houses. There was a quaint fountain playing in front, beneath a perfect bower of overhanging vines. A great rock, upon which had been rudely carved the features of an Indian chief, had been pierced, and over the head of the old chief the water of Lake Michigan was always throwing its spray. On one side of the entrance was a little greenhouse, gay with flowers. Two vineries of choice varieties of foreign grapes, and a large greenhouse and barn, constituted the out-buildings. On the lawn was a sun-dial with the inscription,

"Moras non numero nisi serenas,"

Alas! the tablet vindicated its motto but too well. It was broken by the heat or in the melée which accompanied the fire, and the dark hours which have followed pass by without its reckoning.

The failure of Mr. Arnold to save anything, was the result of a most determined effort to save everything, and his too confident belief that he could succeed. Nor did this confidence seem to be unreasonable. His house, standing in the center of an open block, with a wide street, and the Newberry Block, with only one house, in front, and the Ogden Block, with only one house, to the right, directly in the pathway of the flames—it is not surprising that he believed he could save his home. Besides, he had connections by hose with hydrants, both in front and rear of his house. Mrs. Arnold had placed what proved a better estimate upon the danger; and, calling up the family, and dressing little Alice, a child of eight years, she left the house, and went to her daughter's (Mrs. Scudder), leaving Mr. Arnold and the remainder of the family—consisting of an older daughter, a lad of thirteen, a school-girl of fifteen, and the servants—to fight the battle with the flames.

There was a rush of fire to the south and southwest; the wind blew a perfect gale, carrying smoke and sparks, shingles, pieces of lumber and roofs, directly over the house. Everything was parched, and as dry as tinder. The leaves from the trees and shrubbery covered the ground. Mr. Arnold turned on the water to the fountain to wet the ground and grass, and attached the hose to the hydrants. He stationed the servants on each side of the house, and ordered on the piazzas, and for an hour and a half—

perhaps two hours—was able, by the utmost vigilance and exertion, to extinguish the flames as often as they caught. During all this time, the fire was falling in torrents—there was literally a rain of fire. It caught in the dry leaves, it caught in the grass, in the barn, in the piazzas; and, as often as it caught, it was extinguished before it made any headway. When the barn first caught, the horses and cow were removed to the lawn. The fight was successfully maintained until three o'clock in the morning. Every moment flakes of fire, falling upon dry wood, would be kindled by the high wind into a rapid blaze, and the next instant they would be extinguished. Every moment, the contest grew warmer, and more desperate, until, by three o'clock, the defenders of the castle were becoming seriously exhausted. At the hour mentioned, Arthur Arnold called to his father, "The barn and hay are on fire!" "The leaves are on fire on the east side!" said the gardener. "The front piazza is in a blaze!" cried another. "The front greenhouse is in flames!" "The roof is on fire!" "The water has stopped!" was the last appalling announcement. "Now, for the first time," said Mr. Arnold, "I gave up all hopes of saving my home, and considered whether we could save any of its contents. My pictures, papers, and books—could I save them?" An effort was made to cut down some portraits, a landscape of Kensett, and Otsego Lake by Mignot—it was too late! Seizing a bundle of papers, Mr. Arnold gathered the children and servants together, and, leading the terrified animals, they went forth from their so dearly-cherished home. But whither? They were surrounded by fire on three sides; to the south, west and north, raced the flames, making a wall of fire and smoke from the ground to the sky. Their only escape, was eastward to the lake shore. Still leading the horses and cow, they went onward to the beach. Here were gathered thousands of fugitives, hemmed in and imprisoned by the raging element. The Sands, from the Government pier, north to Lill's pier, a distance of three-quarters of a mile, were covered with men, women and children—some half-clad, in every variety of dress, with the motley collection of effects, which they sought to save. Some had silver, some, valuable papers; some, pictures, carpets, beds, etc. One little child had her doll tenderly pressed in her arms; an old Irish woman was cherishing a grunting pig; a fat woman had two large pillows, as portly as herself. There was a singular mixture of the awful, the ludicrous, and the pathetic. Reaching the water's edge, the fugitives paused to examine the situation and to determine where was the least danger. Southwest, toward the river, were millions of feet of lumber, many shanties, and wooden structures yet unburned, but which must be consumed, before there could be any abatement of the danger. The air was full of cinders and smoke; the wind blew the heated sand worse than any sirocco. Where was a place of refuge? William B. Ogden had lately constructed a long pier, north of, and parallel with, the old United States pier, which prolonged the left bank of the river out into the lake, and this had been filled with stone, but had not been planked over; hence, it would not readily burn. It was a hard road to travel, but it seemed the safest place; and Mr. Arnold and his children worked their way far out upon this pier. With much difficulty, the party crossed from the Ogden slip, in a small row-boat, and entered the light-house, where they, with Judge Goodrich, Edward I. Tinkham, and others, were hospitably received.

The party remained prisoners in the light-house, and on the pier on which it stood, for several hours. The shipping in the river above was burning; the immense grain elevators of the Illinois Central and North-Western railroads were a mass of flames; and the pier itself, some distance up the river, was slowly burning toward the light-house. A large propeller, fastened to the dock a short distance up the river, took fire and burned. The danger was that, as soon as the hawsers by which it was moored should be burned off, it would float down stream, and set fire to the dock in the immediate vicinity of the light-house. Several propellers moved down near the mouth of the river, and took on board several hundred fugitives, and steamed out into the lake. If the burning propeller should come down, it would set fire to the pier, the light-house, and vast piles of lumber. A fire company was organized of those on the pier, and with water, dipped in pails from the river, the fire was kept at bay. But all felt relieved when the propeller went to the bottom. The party was still prisoners on an angle of sand, the fire running along the north shore of the river. The river and the fire prevented an escape to the south. West and north, the flames were still raging with unabated fury. The party waited for hours, hoping the fire would subside. The day wore on—noon passed—one, two o'clock; and still it seemed impossible to escape to land. Mr. Arnold, scouting to the northward, found his gardener where he had left him, sitting upon the horse far out in the lake, and holding on faithfully to the pony by its halter and to the cow by her horns. The escape to the north was pronounced impracticable for the ladies. And all the while they were in great danger and great anxiety concerning the fate of the missing mother and child.

* "I number none but serene or happy hours."

Between three and four o'clock p. m., the tug "Clifford" steamed down the river, having escaped from the burning district, and tied up to the dock near the light-house. Could she return, taking the party up the river, through and beyond the fire, to the West Side? The captain thought she could. The bridges at Rush State, Clark, and Wells streets had all burned, and their fragments had fallen into the river. The great warehouses, stores, elevators, and docks along the river were still burning, but the fury of the fire had exhausted itself. The party determined to go through this narrow channel—to run the gauntlet of the fire to a point outside of the burned district. This was the most dangerous experience of the day. The tug might take fire herself—her woodwork had been blistered by the heat as she came down. The engine might become unmanageable after she got inside the line of fire; or she might get entangled in the floating timbers and debris of the fallen bridges. However, the party determined to make the attempt. A full head of steam was gotten up; the hose was attached to the pumps, so that if the boat or the clothes of its passengers took fire they could be readily put out; the ladies and children were placed in the pilot house—the windows shut, and the boat started—the men crouching close to the deck, in the shelter of the bulwarks. At the State-street bridge, the pilot had to pick his way very carefully through a mass of debris, and the situation began to look exceedingly hazardous. But it was too late to turn back; and so the voyagers pushed on, shooting as rapidly as possible past the hottest places, and slowing where the danger was from below. As they were passing State-street bridge, the pumps gave out, and they now ran great risk from fire. Arthur's hat blew away, and his father covered his face and head with a handkerchief, which he had dipped in the water. Finally they passed the Wells-street bridge, and were still unscathed. "Is not the worse over?" asked Mr. Arnold of the captain. "We are through, sir," was the answer. "We are safe, thank God!" came from hearts and lips, as the boat emerged from the smoke into the clear, cool air outside the fire lines.

Search for the missing ones was immediately commenced. Mr. Arnold spent over twenty-four hours in driving and wandering in pursuit of his wife; now passing among the throng of refugees at Lincoln Park, and peering into every grimy countenance; now getting a clue, whether true or false, and dashing off by a train into a suburb; now baffled entirely and compelled to commence the search entirely anew. Some time during the following afternoon his efforts were rewarded by learning that his wife and child were at the house of Judge Drummond, of the United States Circuit Court, at a suburb called Winfield; and there, during the evening of Tuesday, the family were re-united and joined in thanks to God for their mutual deliverance.

The ensuing narrative gives the experience of a member of another class of society than that in which Mr. Arnold mingled. But it is not the less interesting and touching; on the contrary, the loss by a day-laborer of the accumulations by dint of economy is more irreparable than the loss of one whose intellectual power enables him readily to replace any financial deprivation.

NARRATIVE OF PATRICK WEBB.—In 1869, I built a frame house, No. 294 Church Street, North Side. I was then employed by the North-Western Railroad Company, near Chicago-avenue bridge, as a day-laborer. Monday morning, about two o'clock, I heard the fire-bells, but concluded there was no danger of the fire spreading north, and went to bed again. I rose at the usual hour, and went to my work. My son was employed by Holmes, Pyott & Co. About ten o'clock a. m., Monday, the foreman told me the wind had changed to the south, and that the North Side was in danger. He told me to go home. I did so; and found the fire had crossed the river, but was still a mile away from where I lived. I and my son helped a family, a relative of ours, on Wells Street, to remove their property. The fire at this time was raging

along Wells Street and east to the lake, but had spread no farther west, Church Street, where I lived, was crowded with wagons loaded with all kinds of household property. The fire had then passed east of my house one block, so we thought we were safe. Soon afterward word was passed that Chicago-avenue bridge, and the distillery near it, were on fire. The wind, blowing a gale from the south, soon spread the fire about six blocks east to the other fire, and west to Orchard Street. All the loaded wagons that crowded Church Street hastened north to the prairie; and I sent my son to try and get a wagon at any cost—but it was too late, there was none to be had for love or money. I saw some poor men digging pits



CLARK STREET BRIDGE, LOOKING NORTH.

in the ground, and putting their little household property in them, so I thought I would do the same; and three of us went to work as hard as we could, and dug a pit about three feet deep by three wide, till the water stopped us. While the women were filling the first pit, we were digging another, and so on till every article of furniture, bedding, clothing and utensils were in the ground and covered; but, unfortunately, they were not half covered, for we had not time, as the sparks and burning brands were then falling around us, blown by the strong wind, and we had to escape for our lives. I asked my wife to give me some clothes, as I had nothing on but my underclothes, overalls and overshirt. To my surprise, she told me she did not see them, but supposed they were in the pit, and covered up with other things. There was no help for it. We then went north about half a mile, to the prairie, where there were no houses to burn—I, my wife, and four children (the eldest thirteen years and the youngest thirteen months), and like hundreds of miserable creatures, settled ourselves in the angle of a fence, without shelter, clothing or provisions. There we remained that long cold night till about five o'clock next morning, when a Lutheran church was opened to admit the shivering crowd, which soon filled it, and right glad to get the shelter. We suffered that night very much from the cold. Soon afterward we were told they were giving some provisions to those that had none; so I went and asked some for my family, for we had eaten nothing since about noon the day before. I got a little bread and meat. It was now that I felt real bad, for I considered myself a beggar. I left my family in the church, and hurried off to where my house had stood. It was very difficult for me to find the place, as there was nothing left to mark the spot. When I did find it, I saw smoke issuing from the pits where all that we possessed in the world was buried. I found the shovel that I was working with the previous evening, and examined the pits, but when I stirred them, they blazed up; I had not a drop of water to cast on them. I felt broken down in spirits, seeing all that I had saved during my life (about \$1,500) by hard labor, honesty and sobriety, swept away in a few hours, and I at the age of fifty-eight. I returned to the

church to tell my wife our great loss, but she and the children, I was told, had left, and were on the way to Waukegan. Our brother-in-law, Stephen Drew, left Waukegan by the first train in search of us, and, after much difficulty, found my family in the church, and took them with him to his house, where they had a home with his family till I had built a hut on my lot to shelter them for the winter. I was insured in the Firemen's Insurance Co., of Chicago, for \$800. I think I received about \$30 from them; also, ninety dollars' worth of lumber and \$100 cash from the Relief Committee, besides some coal, provisions and clothing.

MRS. MARY FALES TO HER MOTHER.—The following letter was written the second day after the fire, by Mrs. Mary Fales, wife of David Fales, a lawyer. It possesses interest, both because of its date and unconventional tone, which latter differs from a statement intended for publication :

CHICAGO, October 10, 1871.

Dear Mother:—You have probably heard of our fire, and will be glad to know that we are safe, after much tribulation. Sunday night, a fire broke out on the West Side, about three miles southwest of us. The wind was very high, and David said it was a bad night for a fire. About two o'clock we were awakened by a very bright light and a great noise of carts and wagons. Upon examination, David found that the fire was not at all on the North Side, but was burning so furiously on the South Side that the whole sky was bright. They thought it would stop when it came to the river; but it proved no obstacle, and the North Side was soon on fire, and Wells and LaSalle streets were crowded with carts and people going north. We saw that with such a wind it would soon reach our neighborhood, and David told me to pack what I most valued. It seemed useless to pack in trunks, as every vehicle demanded an enormous price, and was engaged. Several livery stables were already burned, and loose horses were plenty. One of the Wheeler boys had a horse given him for nothing, excepting a promise to lead it to a safe place. He took it home and tied it in their yard. Having no wagon, it was of no use to him, so David took it, and after a while succeeded in finding a no-top buggy. We felt very lucky, as nobody around could get either horse or conveyance. David packed it full of things, set me and himself on top, and started off to the Hutchinsons.

I can not convey to you how the streets looked. Everybody was out of their houses, without exception, and the sidewalks were covered with furniture and bundles of every description. The middle of the street was a jam of carts, carriages, wheelbarrows and every sort of vehicle—many horses being led along, all excited and prancing, some running away. I scarcely dared look right or left, as I kept my seat by holding tightly to the trunk. The horse would not be restrained, and I had to use all my powers to keep on. I was glad to go fast, for the fire behind us raged, and the whole earth, or all we saw of it, was a lurid, yellowish red.

David left me at Aunt Eng's and went for another load of things. This he soon brought back, and then he went off again, and I saw him no more for seven hours. People came crowding to Aunt Eng's, and the house was full of strangers and their luggage. One young lady, who was to have had a fine wedding to-morrow, came dragging along some of her wedding presents. One lady came with four servants, and one with six blankets full of clothing. One lady came with nurse and baby, and, missing her little boy, went off to look for him. This was about daylight, and she did not come back at all. Now and then somebody's husband would come back for a minute; but there was work for everybody, and they only stayed long enough to say how far the fire advanced, and assured us of safety. At twelve, David came and said that he had taken everything out of our house, and buried the piano and books, together with the china, in Mr. Hubbard's grounds. He saw persons taking off all the chairs, tables and light furniture, without saying a word, for he knew they would burn, even in the street, and my nice preserves, which Maggie had set out on the piazza, he gave freely to anybody who cared to take them.

The Hubbards thought they were safe in a brick house with so much ground around it; but wet their carpets and hung them over the wooden facings for additional safety. It was all to no purpose. David saw ours burn and fall, and then they shared the same fate. The Metcalfs' large house and stables burned in a few minutes; also the New England Church and Mr. Collyer's. In the afternoon the wind blew more furiously, the dust was blowing, the sky gray and laden, and the atmosphere dense with smoke. We watched the swarms of wagons and people pass. All the men, and many of the women, were dragging trunks by cords tied in the handles, and children were carrying and pulling big bundles. Some tried to get to Aunt Eng's house must go too. Then such confusion as there was! Everybody trying to get a cart, and not one to be had at any price. After a while, two of the gentlemen, who had been carrying their wives farther north, and those

that were left watched for empty wagons, but nobody spoke a word. Mr. Hutchinson, David, and some others, were taking things out and burying them, and many of the ladies fairly lost their wits. Poor Aunt Eng even talked of sending home a shawl that somebody left there long ago. David started for a cart. Again he was successful, and got an old sand-cart, with no springs, one board out of the bottom, with a horse that had not been out of harness for twenty-four hours. He put in all our things, and one trunk of Aunt Eng's, to which Miss M. added a band-box. The West Side was safe; but to get there was the question. The bridges were blocked and some burned, but the man who owned the cart thought we could get there. We thought of Judge Porter's and Mr. Dupe's, where we believed we would be welcome. Wherever Aunt Eng's family went, they must walk, and our prospects seemed so fair that we took May with us. Our ride was an anxious one. The horse had been over-used, and, when urged on, would kick till the old cart bid fair to break in pieces; then he would go on, and finally, finding kicking no use, gave it up, much to my relief. Many times we were blocked, and it seemed as if the fire must reach the bridge before we did. But we were much too well off to complain. Some carts had broken down, horses had given out, and many people were walking and pulling big things, and seemed almost exhausted. Furniture and clothing lay all along the road. Mrs. Hamilton hailed us from a mean little hut, two miles from her house and ours, and asked us to take a bag of Mr. Hubbard's silver. It must have been some servant's house. Anyway, it was burnt soon after, and we still have the silver. The fences were broken in all the unburnt fields, and furniture and people covered every yard of space. After a ride of two hours and a half, we reached Judge Porter's at dusk, and found a warm welcome.

Every family I know on the North Side is burned out. I can't enumerate them. It would be useless. It is sufficient to say, every individual one. We were the only ones who took our things from Aunt Eng's. The lady with the six bundles left five behind her; the lady with the four servants left a bundle of French dresses to burn, but, worst of all, the baby and nurse. They went with the Hutchinsons. At the last minute, a Miss M. insisted on David taking charge of her watch; she said she could trust it to no one else, and it did not occur to her to keep it herself. All of our clothing is saved, and much we have with us.

I never felt so grateful in my life as to hear the rain pour down at three o'clock this morning. That stopped the fire.

The gentlemen have come in, and David says the piano burned under the ground; nothing was left but the iron plates. The North Side is level, as is the burned part of the South Side, so that the streets are not distinguishable. They say people in every class of life are out of doors. The churches are full, and food is sent to them, but hardly anybody has any to spare. My watch was at the jeweler's, and may have been in a safe, but the safes have not yet been uncovered. I shall write soon again; meanwhile, direct to 443 West Washington Street.

Lovingly and thankfully,

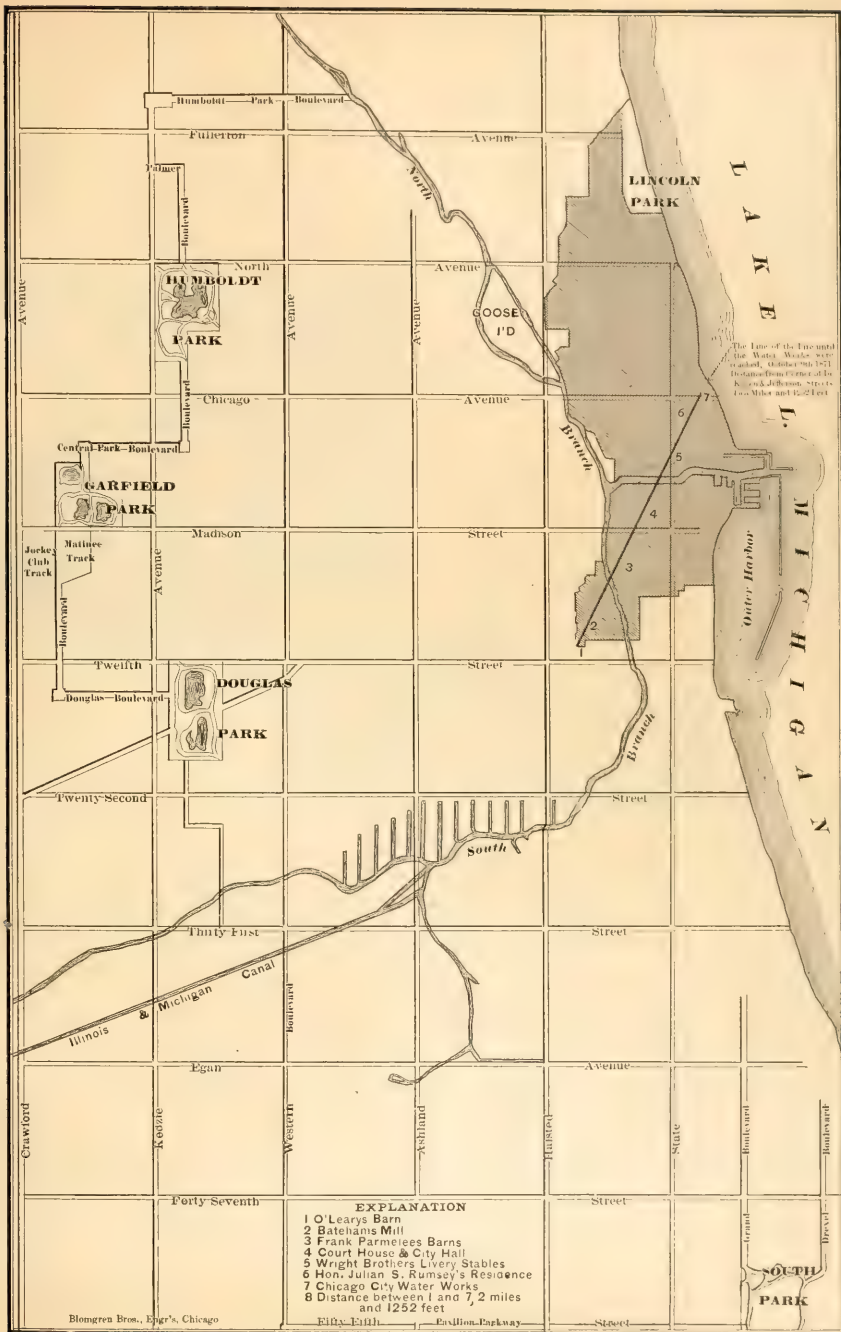
MARY.

NARRATIVE OF GEORGE M. HIGGINSON.—From a very minute narrative of scenes and incidents which came within the observation of George M. Higginson, and which, in manuscript form, is deposited with the Chicago Historical Society, the following interesting facts are gathered :

Mr. Higginson was engaged in real estate business, with an office in Metropolitan Block, northwest corner Randolph and LaSalle streets. He resided at No. 230 Dearborn Avenue, about one hundred and fifty feet north of Chicago Avenue. The house, which he owned, faced the east. His family consisted of his wife and two sons, Dudley and Alexander. Mr. Higginson noticed the glare of the fire about half-past ten o'clock, and became impressed with a sense of impending danger, but endeavored to shake off the apparently unreasonable feeling, and go to sleep. He says :

When I first saw the fire from the roof of my house, the wind was blowing quite freshly from the southwest. After I lay down, it seemed to increase somewhat in power. I began to hear the rattling and rumbling of carts and heavy wagons, indicating that the population was becoming aware of the fact that a great conflagration was under way.

At about half-past one o'clock, I was awakened by a slight noise in my room. I noticed my wife looking out of the window. She called my attention to the rapid spread of the fire and the sound of falling walls. To put on my coat and boots was the work of an



SECTIONAL MAP OF CITY SHOWING BURNED DISTRICT

instant. As I opened the front door, I saw the cinders falling like flakes of snow in a storm, though the bulk of them fell to the eastward of my house and toward the lake. As I looked to the south, the sky over the city was a bright red, glowing like a furnace, and studded with innumerable sparks, ignited cinders and blazing embers, shining like myriads of red stars; but I could see no flames nor even smoke. Indeed, the absence of smoke from any point of view I had of the fire was a notable characteristic, which I attributed to the intensity of the heat. I continued my course, running down Dearborn Street to Kinzie, and kept on the south side of Kinzie Street, intending to go as far as LaSalle, and there pass through the tunnel. To the best of my recollection, I saw very few people or teams on the route. It seemed as if I were alone in the city, that the last day had come, and the final conflagration of all things created was at hand. I pressed forward, and in a moment an appalling spectacle burst upon my sight,—scores of beautiful structures enveloped in flames, which extended nearly across the street. As clearly as I could judge from my point of view, near the north end of the tunnel, the fire had reached as far north as Washington Street on LaSalle, opposite the Chamber of Commerce. This part of LaSalle Street was occupied by fine stone buildings, which had only four or five years ago re-placed the old wooden structures first erected on the ground some twenty-five years before.

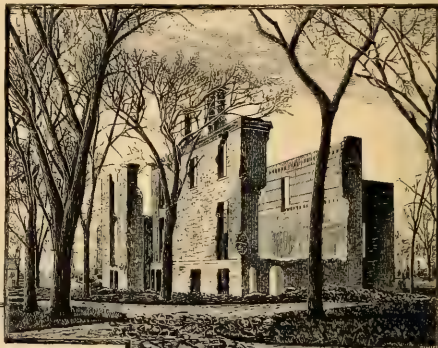
Heretofore I had been surprised at the absence of people in the streets, but at the outlet of the tunnel, on the north, a stream of fugitives issued in solid mass. As I edged my way in, I noticed by the gas lights which were still burning along the top of the arch, that the road and foot-passageway were crowded with refugees, all going in one direction, toward the north—indeed, I do not remember to have seen any one going in the same direction as myself. What a sight! Here were persons of all conditions, of every phase of appearance. Men and women were carrying trunks and bundles, articles of furniture and ornament; others held children in their arms and, in some cases, sick persons. Some few invalids, wearied with their efforts, were seated on trunks or bundles, endeavoring by a few minutes' rest to gain strength for a new start. It struck one with a feeling of awe, that, in all this rush of the crowd and the sound of heavy boots tramping upon the planks, I did not hear one solitary sound of the human voice. Every person seemed bent on escape, and all were apparently stupefied into silence by the magnitude of the disaster.

As I drew near the southern entrance, I saw quite a number of the police, who led prisoners in handcuffs. What was the meaning of all this? Had the city been devoted to pillage, and were a set of outlaws and incendiaries at work to rob and destroy? The whole scene appeared like a hideous nightmare. My feelings, which had been worked up to the highest pitch by anxiety, exertion, and the sight of these wretches, almost overcame me. It seemed as if destruction were impending, not only over the city, but everywhere. When within fifty feet from the end, my emotions were so intense that I felt my throat grow dry with a choking sensation, so that I could hardly draw a breath; a feeling of faintness and dizziness so oppressed me that I came near falling, and, for a moment, I lost all power of emotion. By an effort of will I recovered from the paralysis which, for a moment, had taken possession of mind and body, and again pressed forward. Owing to the throng of fugitives going in the opposite direction, I made slow work of it; but, on emerging from the south opening, I ran with speed towards Metropolitan Block, where my office was located.

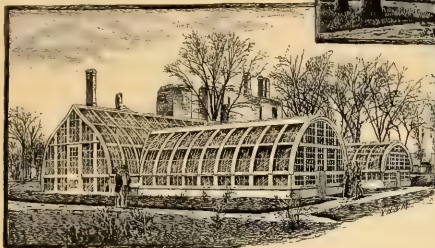
Mr. Higginson then went to his office, and found that the papers had been taken out by Erastus Foote, and were on the way to the house of Albert J. Averell, No. 600 Wabash Avenue, with whom Mr. Higginson was, at that time, in partnership.

On emerging from the stairway, I noticed that the fire had reached Randolph Street, just opposite the Metropolitan Block; I also noticed that the cupola of the Court House was on fire. I was again struck by the fact that there was hardly a person visible on the streets—no fire engines or firemen, and not the slightest attempt to check the fire; which would indeed have been useless,

as the whole district to the southwest was a sea of flames. It really seemed as if the city had been entirely abandoned by its inhabitants, to burn in silence—that I was the only spectator of the scene. Filled with apprehensions as to what might be the result of the wholesale destruction, I hastened home by nearly the same route by which I came. * * * We proceeded to gather such articles as were deemed most necessary, and to tie them into bundles. It was not long after this—I should judge about four o'clock in the morning—that I noticed a bright light at the Water Works, and I was soon convinced they were on fire. With the destruction of this building, and the engines, all hope of extinguishing the fire, seemed to be at an end. Shortly after, I tried the water-cocks in the house, and could get no water. Going



RUINS OF E. B. MCCAGG'S RESIDENCE;
WITH UNBURNED CONSERVATORY.



out on the front steps, I met Captain John Prindiville, who lived in the third house north of me. He had his horse and buggy with him, and told me that they were at my service for a while. I accordingly put several bundles of clothing and other articles into the buggy, and told my son Dudley to take them to William H. Clarke's residence, about a mile north, on Dearborn Street, fronting the Catholic Cemetery on the lake shore, and about two blocks south of the old Chicago Cemetery, now incorporated with the area of Lincoln Park. I then took some bundles in my hands, and carried them to Mahlon D. Ogden's, from whence I afterward carried them to Mr. Clarke's. Had I left them at Mr. Ogden's, they would have been saved, as this was the only house, for two miles, which did not burn.

As I returned to my home, I noticed the flames had worked well up to the north, along the lake shore, and also north of my residence, which was on a line with the Water Works. Looking south, I saw that the fire had worked from State Street to the windward, and had reached the street I lived on, about one-half of a mile south of me. On entering the house, I found some ladies with their children, who had been driven from their homes. Among these, was Mrs. C. M. Smith. As I looked down the street, I saw the fire steadily advancing north, in one tremendous sheet of flame, which swept entirely across the street. I say "flame," because it is the common method of speaking of active combustion, but it had more the appearance of a sheet or wall of red-hot air. From time to time, I heard the reports of explosions, probably caused by gas-meters, barrels of kerosene oil, and cans of powder in many of the buildings. It was now about six o'clock in the morning, or about daylight, and I should judge the fire extended in a line running in a northeasterly direction from the river, at Wells-street bridge, to the Water Works. But, as the lake shore was covered almost exclusively with wooden buildings, the fire seemed to have extended more rapidly in a northerly direction, as I saw flames toward the northeast of my house. The fire, by this time, had advanced as far north as Erie Street on

Dearborn. I noticed now that the flames were kindled in the spire of the Church of the Holy Name, on the northeast corner of Superior and State streets, and were blazing freely. From the direction of the wind, I felt perfectly secure as to my route of escape.

An occasional sight of some distressed women and children, or some crippled or sick person, limping along, or carried with difficulty, would recall to my mind how great the sum of human suffering must be. I greeted numbers of old and young friends and neighbors as they passed; and they returned the greeting in a cheerful manner, as if engaged in an occupation of not much more than ordinary interest. One would hardly suppose they had been driven from their homes a few minutes before, to which many of them would never again return. I had by this time sent away from the house almost everything there was any chance of saving. The last load I carried away, was in a wheelbarrow, and consisted of a bundle of clothing and some pictures. With this, accompanied by my wife and second son, I went to Mr. Ogden's house, when, leaving the load there, I went with my wife to Gordon S. Hubbard's, on LaSalle Street, just north of Chestnut.

Mr. Higginson relates his experience while viewing, for the last time, his home. He returned about seven o'clock, and half an hour later the place was in ruins. He then went to Mr. Ogden's. He says :

As I turned the corner at Mr. Ogden's, on Lafayette Place, the north boundary of Washington Square, I once more looked south on Dearborn Street, and saw a sheet of flames apparently proceeding from the block in which my house was located. I noticed at the same time that the Ogden public school was also on fire. This was the last deliberate look I took of the fire; after which my whole desire was centered upon saving such effects as we had rescued, and getting away as soon as possible from the crowded streets and painful scenes which we constantly met.

We reached Mr. Clarke's about half-past eight. We found quite a number of our friends assembled there, among them Mr. and Mrs. S. S. Greeley and Mrs. J. T. Ryerson. Mr. Greeley was city surveyor; Mr. Ryerson was a substantial merchant, who had an office and store on South Water Street. His residence was on Cass Street, between Ontario and Ohio. The fire must have reached him about four o'clock, and he was obliged to take a hurried departure in his carriage, saving little or nothing from the house.

I then went out into the street to procure, if possible, a vehicle in which I could convey to some safe place such things as I had saved. But without success; they were all engaged. At last, I noticed a man driving a one-horse dirt-wagon, the bottom of which was laid with pieces of joists, for the purpose of dumping with facility. He agreed to go with me to the different points where my possessions were deposited, and carry all he could load on to Park Station, on the Galena [Chicago] & North-Western Railroad, situated on the southeast corner of Kinzie Street and Ashland Avenue. It was a very sorry-looking equipage. However, as it was all I could get, I proceeded to load up with the bundles at Mr. Clarke's; and then my wife climbed upon the seat with the driver, while Dudley and I sat on the bundles, and so proceeded to the cemetery, where we found Alexander watching the articles we had first sent there. These were put on the wagon, and Alexander got in. Then we proceeded to Mr. VanWagenen's house, on Belden Avenue, corner of Hurlbut Street. Mr. Taylor joined us here, with two horses belonging to C. M. Smith, one of which he rode, leading the other with a bridle. We found only Mrs. VanWagenen at home. We loaded on all we thought we could carry. Mrs. VanWagenen told us that she did not think the fire would reach their house, as it was somewhat isolated, but, in case it did, it would not be until evening, and she would have plenty of time, and no difficulty in getting teams and horses at that late hour, and that she would see that all our articles were taken away with their own effects. I was in doubt, myself, whether the house would burn or not—in fact, I thought the chances were rather in its favor; and so we left them. As it turned out, however, theirs was the last house to the west which was burned on this avenue, and when the fire did come, they had only time to hurriedly put their goods in an open lot, and covering them with sheets and blankets well wet, leave them to their fate. The heat rapidly dried the sheets and blankets, and, as the eddies of wind carried cinders and live coals among the pile, it was all consumed. Among the pictures I lost, was a portrait of George P. A. Healey, painted by himself, and given to my wife, as a Christmas present, in 1862. We accordingly mounted our improvised vehicle again, and proceeded, at a slow pace, eastward on Belden Avenue to Clark

Street. We then went southerly on Clark until we intersected Wells Street, and so continued south to North Avenue, which we followed until it led us to the bridge over the North Branch of the Chicago River. This bridge was filled, even at this early hour, with a continuous stream of carts, wagons, carriages and pedestrians, all hurrying out of the city. We at last arrived at Park Station, and partly unloaded, and left such articles as books, pictures, etc., at a one-story cottage on the opposite side of Ashland Avenue.

Mr. Higginson found refuge at Thomas B. Bryan's, at Elmhurst, and remained there that night. He continues :

I awoke early the next morning (October 10), refreshed and well, and took the first train to the city, to see the extent of the ruin. The North-Western Railroad train stopped at the junction of Canal and Kinzie streets, on the West Side, instead of crossing the North Branch as usual, the Wells-street depot having been destroyed by the fire. The first thing I noticed was the number of water carts or wagons, around which people were crowding for supply, for which they paid some trifling amount. These were impromptu affairs, consisting of casks placed on carts or wagons, and had been filled at the lake shore. The West Side was full of people driven from their abodes in the North and South divisions. I went south on Canal Street to Randolph-street bridge, which had not been burned. On the north side of Randolph Street, and at the east end of the bridge, I noticed the Lind Block of stores was still standing, and apparently uninjured. I went east on Randolph Street, with debris on every side. Although everything combustible had been consumed, there was a vast quantity of heated material, and the cellars were filled with piles of red-hot brick. The wind was still strong, and the air was filled with dust, sand, and pulverized mortar, which very soon inflamed the eyes. Everyone I met was begrimed, and with blood-shot eyes. Progress was impeded by broken stones, bricks, and fallen iron columns; made still more difficult from the quantity of fallen telegraph wire, in which my feet became entangled at almost every step. I reached the Metropolitan Block, where our office had been located, and saw our two safes nearly buried in red-hot bricks. As everything of value had been taken out, I made no effort, then, to get at them. As all the bridges were burned over the main stream of the Chicago River, I was obliged to go west, re-cross Randolph-street bridge, and then proceed north on Canal Street to Kinzie-street bridge, which also remained intact. Going east on Kinzie Street, I reached Clark Street, which had been used for some years by the North Chicago Horse Railway Company. I was surprised to see that the iron rails were warped and twisted by the heat in a



LIND BLOCK, CORNER RANDOLPH AND MARKET STREETS.

most extraordinary manner, being forced up, by longitudinal expansion, to the height of two feet above the ground, and the formerly straight rails bent into every manner of curve. The wooden pavements generally escaped, although they were badly charred in several places, and the blocks had the appearance of having been scooped out by the fire for an inch or more.

The North Side, when I first reached it, presented a scene of widespread desolation, rendered all the more so by scattered chim-

neys, here and there, which stood like grim sentinels over the dreary waste around them. All landmarks were obliterated, all street signs destroyed, and, familiar as the whole area had become to me by a residence of twenty-eight years, it was not until after several efforts that I was enabled to reach and identify the locality where I had lived. A glance at the ruins of my house showed the completeness of its destruction. I saw, lying on the top of the bricks, the iron frame-work and wire strings of my piano; and noticed curiously, that some stone jars in which my wife had put up preserves only a few days before, were standing in a row, half-buried in fallen brick, and yet uninjured. Of course, the contents were burnt to a crisp. There was no salvage in the ruins.

Going from there north on Dearborn Street, I saw for the first time that M. D. Ogden's house had escaped, and stood in almost perfect order, surrounded by large elm trees.

The fire finally spent itself in burning the residence of Dr. John H. Foster, on the north end of Lincoln Park, as then located, being on Fullerton Avenue. The park has since been extended considerably north of this avenue. As nearly as I can learn, his house was burned at half past ten o'clock on Monday night—just twenty-five hours from the commencement of the fire, and about four miles distant from the place of its origin. When I first saw the fire from the top of my house, at about half-past ten on Sunday night, it was about two miles southwest of me, while Dr. Foster's house, where the conflagration ended, was about two miles north of my residence.

SCENES AND INCIDENTS.

From the various recitals of individuals presented, a general idea of the terrors excited by this event may be gained; also a conception of the progress and magnitude of the conflagration. No pen can do adequate justice to the subject. No limner could depict the scene. The incidents will convey an idea of some of the local scenes that transpired, while a consultation of the map will give the great expanse of area traversed by the fire. And this is all that history can perform in conveying an impression of the Chicago Fire of 1871. There is nothing wherewith the fire can be compared. It stands alone, a monument in the annals of pyrology; therefore, in the presentation of data, or historic evidence, the great difficulty was what to avoid embodying in the narrative, for everyone who was here on October 8-9, 1871, had some interesting experience, or was cognizant of some relevant historic fact. But when the reader looks intelligently at the enormous surface burned over, remembers the very brief time occupied in the destruction, and then reads the particular narrative or recital, he may arrive at some little comprehension of the catastrophe.

The North Side, from Dearborn Avenue to Pine Street, and north of Illinois Street, was a fashionable residence quarter—the immediate lake-shore thoroughfares, and those bordering the river, from Wells Street westward, being of inferior character, but more densely peopled. There were also large sections on the North Side in which there were few houses, and those of a cheap sort. The district between the North Branch and the Ogden Canal, on one side, and Lincoln Park and the Old Cemetery on the other, was mainly unoccupied; there was much vacant ground further up the Branch. Horrible as the scenes on the South Side were, the terrors of the North Side were greater. The people of that section, for the most part, were awakened to a consciousness of peril only by finding themselves surrounded by fire. Called from their beds to witness the conflagration upon the South Side, the people of the quiet and elegant residence quarter of Clark Street, south of Superior, were gazing at the magnificent spectacle, and uttering their exclamations of pity for the unfortunate inhabitants across the river, when they discovered that the flames had already reached their own homes, and that the Water Works, and other buildings to the rear of them, were all ablaze. The appalling significance of

this discovery was soon apparent to all. It meant that their own homes were doomed, and that, before they could save any of their goods—perhaps before they could escape with their lives—they would be walled in on either side by fire.

The incredible rapidity of the flames was noticeable here, as upon the South Side. In fact, the mind is scarcely able to comprehend what is implied by this term; and none, save those who beheld the scenes of agony, can realize what is meant. The mass of continuous fire sprang from side to side of the street, as it advanced, and oftentimes vaulted over extensive tracts, but always returned to complete the work of destruction. Frequently, before the flames had reached a house, the thick black smoke would roll out of the chimneys and windows, the result of the intense action of the heat before combustion ensued among the wood-work and furniture within. The exterior protections of slate roofs and stone walls did not save even the better structures. The Church of the Holy Name was a fine illustration of this phenomenon. From the crevices of the slate roof poured out eddying whirls of smoke, which, often rising to a short height, burned with a brilliant flame, and then went out, disappearing altogether. It was at the outer regions of the fire, or where the ruins lay smoldering, that smoke was dense. It at times preceded and then tardily followed the volume of flame. By daybreak Monday morning, the fire, moving northeasterly, had reached Rush-street bridge, which was crowded with people. In order to bar the fire, if possible, the bridge was swung; but the only result of this maneuver was the destruction of some of the persons who were on the bridge. The flames swept onward, and seized upon the frame buildings, the workshops, and the lumber yards, moving rapidly northward toward the site of the ruined Water Works. The sweep of the flames across the region east of Clark Street drove the people living in that section to the lake; but they very soon found that they were between two deaths—the burning city on the one side and the lake upon the other. The intense heat from the west forced the sufferers into the water, where many perished; others, stronger and more self-possessed, bowed their heads close to the watery surface, thus escaping the gusts of gas and smoke that rushed past them. These hot tempests of poisonous vapor rendered life almost unendurable; but no avenues of escape existed, and nothing was left for the victims but to patiently endure, or die.

Vividly as many writers have described the scenes upon this stretch of sandy purgatory, they paused abashed and heart-sick at the awful task before the worst was told. Nor will the pen of man ever dare to lay before a reader's eyes the truth in literal nakedness. No publisher would be permitted to preserve in types—no man of moral consciousness would place before his family—the volume that told what there transpired. The tragedies upon the Sands differed from those where broader limits marked the encampment of the victims of the fire. The prairie seemed to give relief to pent-up agonies, and nerve the soul to silent endurance; even the park and grave-yard, bleak and sombre as they were, seemed to impart an atmosphere of personal security that was not possible upon the Sands. There, on the scorching earth, that held the heat and sent a shimmering, ceaseless wave of blasting air and sand from underneath the feet, parching the flesh and drying up the fountains of blood and life, the spirit of infernal revelry prevailed. As in the region of the damned, told of by Dante, the evil nature of mankind

glared forth to vex the tender souls of those whom fate had sent into their presence.

Imagine the scene of the horrid drama. No possibility of escape—a raging fury at the rear, a pitiless expanse of lake in front—a small area filled with human creatures, maddened animals, delicate and refined women, pure and innocent children; the aged, the infirm, the weak, the dying, the despairing; young girls, whose artless lives were unfamiliar with even the name of crime; men of well-ordered lives and Christian minds; brutes in human form, who were not only ready to do acts of crime, but whose polluting wickedness was rank and cast off prison-fumes upon the air. All kinds and conditions and grades of life—all forms of death, from calm and peaceful passing to a welcome rest to that which follows in the train of vicious deeds. Here, huddled close and helpless, the purest girlhood was forced to endure the leering of the vile; and, if a chance protector spoke in her defense, the wicked laughed and jeered and cursed, until the stoutest heart grew faint with apprehension. Women, whose claim to womanhood was long since lost, took fiendish delight in adding undefinable shame and terror to the misery of those who shrank from crime. Think what it would be to place a loved one in the lowest haunts of vice, and there bend over the death-bed of that failing friend, while all about the din of wickedness was sounding in the ear. Increase the circumstance of grim necessity, and add the weight of a consciousness that home, treasures, everything was gone, and this the only, the enforced spot, where death must meet the loved father, mother, sister, friend. Could all the powers of hell itself devise a keener form of anguish? Yet these lines are drawn from actual knowledge; and the shudder awakened at the recollection of sights stays the pen, for what was seen can never be spoken to public ears. The creatures who there tortured the helpless were no longer human—vice had dulled their moral instincts, and despair transformed them, for the moment, into demons. Their orgies were born in malice, they delighted in their sins; they shrieked aloud with glee to see the innocent rush from them, and plunge into the lake, that, for the instant, the sight might be shut out. The dying were not always comforted with the caress of love. Upon a burned and blackened blanket lay the dead body of one poor woman, whose babe lay by her side, crying in shrill alarm. The crowd about this type of life and death gave no more heed than if it was the natural order of events. All night the corpse lay there untouched. If fate preserved the babe, the writer does not know of the fact. Above the terror of the fire—for that emotion grew pangless as the hours progressed; above the loss of worldly riches; above the grief of death—for death seemed then the only mercy-bringing power; above all the conditions of the scene that added elements of horror,—the mingling of the two extremes of vice and virtue, and the momentary triumph of the bad, in their malicious show of wickedness, seemed the most appalling quality of this immediate spot.

Mr. Chamberlin writes of the moment when all perceived the North Side to be doomed:

"A terrible panic ensued. There was sudden screaming and dashing about of half-clad women, gathering up such valuables as could be suddenly snatched. There was frantic rushing into the streets and shouting for vehicles. There was anxious inquiry and, anon, distressing cries for absent protectors—a large portion of the men being on the far-side of the river, and, in many cases, unable to reach their homes. There was a pell-mell rush through the streets—some of the wild forces pushing eagerly in one direction, and others quite as eagerly in the opposite; and children screaming and shouts resounding, and brands falling in showers, and truck-

men running each other down, and half-drunken, wholly desperate ruffians peering into doors, and seizing valuables and insulting women; and oaths from lips unused to them, as hot as the flames which leaped near by; and prayers from manly breasts, where they had slumbered since childhood; and every conceivable sign of turmoil and terror. * * *

"The most natural resort of the people of the North Side was the sandy beach of the lake, where there were few houses, and those but shanties. This strip of shore, known as 'the Sands,' was famous or rather infamous, in years ago, as the *locals* of numerous low brothels, to which Hon. John Wentworth, when mayor of the city, gave the *coup de grace*, by allowing them to burn up. Their place had never been fully occupied; and to the bleak, narrow area thus afforded, the terrified population shrank for refuge from the pursuing monster. Such an assemblage as there congregated, Chicago never witnessed before, and, probably, never will witness again. It was the scene at the 'lake front,' or 'basin,' repeated, with more diversity. The extremes of wealth and squalor had been dwelling within a stone's throw of each other in this section of the city, which had emptied itself upon this scant skirt of sand. These inequalities of society were now leveled off as smooth as the beach itself. No, not leveled; for the landlord and aristocrat, whose many stores are burning on the other side, and his previous library and cabinet—the accumulation of a dotting lifetime—has still a preferment over the boor who now jostles him; he is allowed to lose more and suffer more, and is required to lament less. But that is all; the two must, to-night, share each other's bed—the damp sand, and, to-morrow, each other's fare—nothing but sights of horror. Scarce a person among the thousands collected on the Sands, and there pent for thirty hours, but had lost some dear one in the confusion attending the escape from their burning houses. Whether these were alive or dead, none could know. Here was the wife of a well-known musician, with her two children, one of them but three months old. When the flames came too close, she must retreat into the water, breast-deep, and bear them aloft. Her husband, after escaping with her from their house, had gone back to save some precious article from the fire, and had not returned to her. Here was a distracted husband who had failed in his efforts to reach his invalid wife—a cousin of the celebrated Madame Parepa-Rosa, and a lady of rare gifts. Poor woman! she died a few days afterward, a raving maniac and one of the many victims of the conflagration. Here was a family of brothers and sisters, mourning a mother who had perished before their eyes. Here were sick ones, snatched from their beds and dying of exposure. Here was every imaginable scene of distress and knotted threads of narrative, which, if followed, would fill volumes. As the morning advanced, some of the sufferers, crawling along the shore and down upon the pier, were taken up by tugs and propellers, and carried up the river or out to sea for safety. They embarked at the peril of their lives, for the docks were on fire, and more than one staunch steamer burned alongside. Such of the North Side people as did not resort to the lake, betook themselves to Lincoln Park, where a day and night of imprisonment and exposure awaited them; or (which proved the wisest course) escaped to the West Side, where they found shelter with friends, or, at least, safety upon the open prairie. Chicago Avenue was the main avenue of escape; and this, becoming choked with vehicles and goods, many perished in attempting to reach the next thoroughfare to the north. Bremer and Wesson streets, in this vicinity, were found strewn with charred corpses when the smoke cleared away.

"All day Monday the fire raged through the ill-fated North Division; but its progress was noted with little interest, except by the luckless people whose abodes it seized upon as it advanced; for everybody had given up the whole of that quarter as lost, and there was no longer any struggle, even of hope and fear. It seemed as if those emotions had run down, as a clock, neglected by its keeper, stops for lack of winding. The index had stopped at the figure of despair!"

Mr. F. A. Eastman, postmaster of the city, whose home was at No. 239 Erie Street, hauled out some trunks of clothing, and found a hackman, whom he desired to take them on board; but the fee demanded exceeded his immediate means, and he was obliged to drag them along, with the help of a maid-servant, his wife, meanwhile, carrying her infant in her arms. Four times they halted, exhausted, in what seemed a place of safety, and four times they were driven on by the insatiable flames.

In thousands of homes to-day are felt the consequential effects of those fateful hours. Shattered nerves, premature age, disordered minds, still cast a

haleful influence over lives that, up to then, were vigorous, healthful and sound. If no one can portray the scenes for fear of shocking public taste, at this remote time, what may not the student of heredity find, as food for thought, in this grave subject? The results of the fire upon the minds of those who suffered and still lived can never be fully written.

EN ROUTE TO THE PRAIRIE.—It was about ten o'clock Monday morning when the flames reached Chicago Avenue. Southward, on Clark and Wells streets, there was terrible excitement. The fire had broken out afresh near Ontario, and created new feelings of despair in the hearts of those whose property lay west of Dearborn Avenue. Encouraged in their recklessness by the absence of policemen, the desperate characters of the city broke into saloons along Kinzie Street, and seized upon the liquors, drinking themselves into a condition of maudlin viciousness which no persuasion could check. In numerous cases these drunken creatures were surrounded by the flames and stifled by the smoke. Some lay helpless upon the sidewalks, and met their fate there. Some women, with their children, lingered too long, to save their store of household goods, and were lost. Others were forced to leap from the windows of burning houses, and in so doing received injuries from which they died. The loss of life near the river and in the thickly-tenanted quarters can never be known; but that it was greater than was reported, reason and observation convince those who pause to consider the chances of escape. The swiftly approaching flames devoured even the bones of the victims, in many cases leaving no trace.

The multitude who sought refuge on the prairie experienced less of the mental agonies of those who were forced to endure the terrors of the Sands; but, even there, the same community of physical suffering prevailed. The millionaire, the pauper, the innocent, the prostitute, the young, the old, the strong, the sick and dying—all gathered on the level of corporal deprivation, and shivered under the same chill wind; were parched by the same thirst, gnawed by the same pangs of hunger, felt the same suspense concerning absent relatives and friends, the same grim hoping against hope.

Elias Colbert touches upon the subject so often referred to here—that is, the separation of families:

"This general separation of families may at first seem extraordinary; but it will be recollected that the onset of the fire was very rapid, and that it soon had the city divided in twain by an impassable stream, or wave, of flame; that, in the attempt to save property, which the instincts of all prompted, the weaker ones would be consigned to some place of supposed safety, while the stronger went back to wrestle with the rapacious monster for some of the precious possessions on which he had fixed his levy; and that, in this attempt—so rapidly did the foe advance—separation was almost inevitable. It is also to be noted that flight, on this occasion, was in all directions—the thoroughfares being glutted, not only with the stream of North Side fugitives but with the vast throng which, until the bridges were burned, came pouring over from the South Side, and also with the thousands who rushed in from the West, either as idle spectators or to help in the rescue of friends whom they hoped to reach. Under these circumstances, it is not to be wondered at that hundreds perished in the flames; that almost every family became separated, and that each member was in terrible anxiety for missing ones."

VARIOUS INCIDENTS.—The people living north of Chicago Avenue, and west of LaSalle Street, were hopeful that they would escape, and that the fire would drift steadily eastward, not expecting that it would make any progress against the steady and furious west wind. They also had great hopes in Chicago Avenue, which is one hundred feet in width. But the flames, running up Clark Street, and catching Turner Hall, and a new building north of it, worked backward, and

assailed the brick blocks on the east side of LaSalle; then it leaped that street, and took hold of the buildings along the west line. About the same time, it crossed Chicago Avenue, and caught McEwen's planing mill, on Wells, near Pearson Street, and rushed northward among the wooden buildings, blowing them down in ruins almost before they were on fire.

Numbers of citizens seized what property they could, piling it on drays, which they sometimes dragged themselves, and took the goods, thus temporarily rescued, to a vacant lot on Franklin Street, beyond Elm. But this material was of the most incongruous, and often inflammable, nature. Irish women brought straw beds, and others, piled up chairs, bureaus, trunks, and every conceivable article. It was not very long before the cinders, falling in dense masses, began to make of these articles a succession of small bonfires; and the owners, having no water, and no means of covering with earth what they had, were either compelled to stamp out the flames, or let their possessions go. One man was seen marching off with a kerosene lamp. A friend asked him why he was trying to save such a thing; he looked in helpless amazement at the lamp, and tossed it aside. Many persons took their goods to Lincoln Park, hoping that there, at least, they would be safe, but the fury of the flames passed all comprehension, and those in the southern part of the park lost what they had there. Even the trees were burned.

When the people living west of Clark Street, began to see that the fire would go northward to an indefinite point, they turned all their minds to getting to the West Division, where was comparative safety from the flames and plenty of vacant ground on which to encamp. The Chicago-avenue bridge was useless, and the tide turned toward Division Street, which, from Grove to Halsted, was untouched, and promised to remain so. It was not many minutes before vehicles of every description were rushing pell-mell across that bridge, interlocking and breaking, while the southern streets, leading to Division, were also jammed with wagons, which occasionally caught fire. The draymen and expressmen, stimulated by the immense prices they were receiving—twenty to fifty dollars a load—hurried their heavy teams, forcing their way across the river, in order to return as soon as possible for other loads. The streets were filled with people, crazed by excitement and liquor, or stupefied by the gases, and no regard was paid to them by the drivers. Many accidents occurred. One man was driving up Clark Street with a heavy load, and fell from his wagon, instantly breaking his neck. Another case, illustrating the absolute indifference of the people to fatalities, is related by Charles Harpel, who crossed to the West Side in the throng. On the bridge, the crowd was so great that many persons were crushed against the railings, and one young girl fell into the river. She rose, struggled, sank and rose again, without awakening so much as a cry of alarm or pity from the maddened human herd, and then dropped beneath the filthy waters.

The wanderers, crossing Division-street bridge, scattered themselves north and west, or encamped upon Grove Island, which lay between North Branch and Ogden Canal. When the throngs moved a little west, they found their way blocked by the cars of the North-Western Railroad which had been run up there to avoid the fire, and people were compelled to make long detours to get through them. Many, unable to force their way in the confusion at Division Street, turned into the side streets, and made their way to North-avenue bridge, where they were able to get out without

great difficulty, though much hampered by the railroad trains after they got across the river. Not only teams, but foot-passengers, carrying in their arms children and some little articles of furniture and wearing apparel, wended their weary way in the same direction. One woman had nothing but a silk sack on. Another was accompanied by a child, who had two cats and a small dog in her arms, and who, while sobbing herself, said, "Don't cry, mamma!" After reaching the prairie, the army of fugitives settled down, wherever they could find room. There was little talking, and sad eyes gazed in agony upon the lurid evidences of disaster that filled the sky. Many, who had teams, went as far west as the artesian well, where they encamped about the large pond, which supplied their parched throats with grateful moisture. There they remained, desolate and forlorn, until their mental sufferings were momentarily lost sight of in the physical tortures that ensued. About eleven o'clock Monday night, the sky, as if in remorse at what the fiery element had done, poured down floods of rain. The victims had come from the more than torrid atmosphere of the burning city. The exertion of escape had drenched them with enervating perspiration. Now, with fatal suddenness, the rain descended on their sensitive frames. Hungry, fatigued, worn out in body and fainting in soul, the wanderers, were subjected to a penetrating rainstorm, that left them utterly despairing.

It was not until Monday evening that Chicago-avenue bridge fell into the river, a charred ruin. By that time, Division-street bridge was almost inaccessible, because of the jam of teams that blocked the thoroughfare. Confusion increased. Families became separated. A policeman picked up a three-months old baby from the pavement, and tried to discover whose child it was. The mother had endured the agony of seeing it torn from her failing grasp by the pressure of the mob, and had been hurried on, unable to save her child.

The fire moved farther and farther north, taking both sides of North Avenue, and continuing until it reached Wright's Grove and Ogden's Grove, where its progress was impeded by the dampness of the timber. The rain, which began about eleven o'clock Monday night, effected a perceptible check on the flames. But the back-fires turned to the coal heaps and lumber yards lying south of Chicago Avenue, and swept them away. So brilliant was the light of these fires on Monday night, that the people west of the river began to lose courage, fearing the river would be crossed, and nothing of the city be left standing.

It was in the North Division that the vulture-like qualities of expressmen and other drivers culminated; for it was there that the distress was greatest and the demand for vehicles most urgent. There were many carters about, but they wanted fifty dollars now for moving a load. Having found a victim, they would stop midway, and assess him again; and if he refused to submit to their levies, or was unable to pay them, off went his goods into the street, to be ravaged by roughs, trampled upon by the crowd, or consumed by flames. In more than one case, however, these drivers were brought to a sense of duty by a sudden declaration of martial law on the part of the owner, and the justifiable presentation of a loaded revolver. The lowest price at which a cart or hack could be obtained for service was ten dollars, and from that figure it ranged upward, according to the ability of the owner or the degree of the hackman's cupidity. E. I. Tinkham, cashier of the Second National Bank, paid an expressman \$1,000 for taking a

box to the railroad depot on the West Side, a distance of a mile; but this was an unusual case, the box being full of treasure, amounting to \$600,000, taken from the bank vaults, and to be carried through walls of fire at the peril of the man's life. The transfer was safely made, and the treasure found a resting place in the vaults of a Milwaukee bank. This case is not to be reckoned among those of inhuman wretches of drivers, who extorted all a poor man's means, or perhaps a helpless woman's, for taking on board a trunk containing a meagre remnant of clothing, probably to be thrown off at the next corner, where the extorting process would be repeated on another customer.

ALONZO HANNIS states that "A better opportunity for witnessing stealing I never saw in my life. While the police were arresting men and boys for stealing, there were women secreting stolen goods, such as fine laces and other valuable goods, in trunks which they had also stolen. I 'spotted' several for the police while I was watching the progress of the fire. On Michigan Avenue I saw two very nicely dressed young ladies, who had a buggy which contained oil paintings, in large, massive gold frames; one of the ladies was pushing behind the buggy, while the other one was trying to pull it. One man with a team had engaged himself to another to move some furniture, when a grocery-man came along, and offered him \$300 to move his goods; so he broke his contract with No. 1 and engaged with No. 2; but when his wagon was loaded with goods, he had not even a chance to save his horses, as the flames consumed the horses, wagon, and goods. Some boys were using a little bit of strategy in eluding the police. They had one of their number on the bank of the lake, on guard duty over a pile of stolen goods. They would go to Wabash Avenue, and help themselves, and put on as many as two suits, and then relieve themselves of their burden, and repeat the act till the flames cut off their supplies.

"On the night of the 10th, I saw several men with strips of muslin pinned to the lapels of their coats, with the word 'Police' printed on them. As I thought I might be of service to some one, I applied for the position, and got it. Mr. Campbell and myself were employed to perform duty for Messrs. Preston, Kean & Co., the bankers. There were but very few men on the South Side on that night, as it was red hot. The only way we did duty that night was to lie down on our faces. We quenched our thirst by crawling to the river, at Clark-street bridge, and drank of the river water, which was not very pleasant."

There are numerous statements made of the extortions of expressmen, and no one appears to have met any of that class who made no charge at all. But there were many on the South Side, on Monday morning, who plied between the burning district and that south of Twelfth Street, cheerfully contributing the services of horse and vehicle to suffering citizens gratis. The writer was all through the fire, and can testify that Christian charity was manifested by all classes and conditions. And likewise, he regrets to say, there were no classes but were guilty of excesses and vicious conduct. But no one, not an actual participant, can estimate the heroism, the nobility, and self-sacrificing spirit that was shown by our Chicago people. It is true, evil passions were rampant, inflamed by the terrors of the occasion and by illimitable whisky, but there were also present the good angels of love, charity and hope.

INCENDIARISM. It is not surprising that men and women, and even children, wicked enough to attempt a revival of the fire, existed in so large a city. It is not recorded that a woman was shot or hanged by the military, police or citizens, but several were taken in the act of incendiarism. A boy was detected, by firemen, while in the attempt to set fire to a building on Thirty-second Street. He was instantly killed. A man was shot by a negro watchman, at the corner of State and Thirty-second streets, while in the act of firing a house. A woman was detected in her efforts to set fire to a barn on Burnside Street; but those who captured her were opposed to hanging a woman, and she escaped. Two men were taken while

trying to ignite the Jesuit Church, on the West Side, and quickly placed beyond all power to harm the city. A barn on the corner of Twentieth and Burnside streets was set on fire, Tuesday, but was extinguished. A man found on the premises, in suspicious attitude, was promptly disposed of. Tuesday morning a man living

of social encounters. Among three hundred thousand people, it is little short of marvellous that individuals meet acquaintances whose daily lines of habit carry them, ordinarily, wide apart.

Another feature of the fire may be classed among the "curiosities" hinted at, and that is the recovery of



MELTED STATUETTE.

on Fourth Avenue discovered an incendiary in the basement of his house, about to light a bundle of hay which he had carried there. The proprietor of the house gave a cry of alarm. The wretch attempted to escape, but was pursued south along Fourth Avenue, and when near Fourteenth Street was overtaken by the crowd and stoned to death. His body lay for nearly a day in the street, a warning to evil-doers. On Tuesday afternoon, a negro living on Fourth Avenue, saw a white man set fire to his house. A moment later, one more body was added to the list of those overtaken by justice. A second attempt was made to fire the Jesuit Church, on Tuesday evening, and the incendiary was instantly shot by a policeman on duty.

The spirit of outlawry continued until Wednesday. A fire was started in the alley between Taylor and Twelfth streets, near Halsted, but the criminal escaped. Brimstone was found scattered over the floor of the City elevator, on Mitchell Street. The drug store of Mead Brothers, on Canal Street, between Judd and Wilson, was fired, and a tarred rope found under their barn. Hannah, Lay & Co.'s lumber yard, on the river south of Twelfth Street, was endangered by incendiaries, who scattered hay saturated with kerosene about the piles of dry lumber. These cases are cited to show that attempts were made to destroy the city, notwithstanding the assertions of many persons to the contrary.

In the personal narratives given, we have endeavored to select those which furnish greatest variety of description, not merely of the intensity and terror of the fire, but also of this remarkably interesting feature

articles of value supposed to have been lost. It is authoritatively stated that papers of inestimable worth to the owners, and which were hastily removed from safes on the approach of the flames, only to be torn from the bearers in the press and scramble of the crowd, were picked up by stranger-hands, and saved, not with regard to their possible value, but merely from the instinct to preserve something.* And these, incredible as it may appear, afterward came into the possession of the rightful owners.

This instinct to preserve something was one of the most ludicrous phases of the flight, as it was also one of the most pathetic. It is related that many a woman collected what she supposed to be her jewels, or other articles, either rich in themselves or through association, only to find, hours afterward, or when some friend called attention thereto, that she had labored hard to save a roll of baby-linen or a broken, worthless trinket. Strong men were seen carrying the fragments of a vase or lamp; and one well-known banker expended a fund of strength to preserve a frying-pan cast aside by an Irish housewife.

The terrific intensity of the heat is shown by one incident. A North Side gentleman carried some of his art treasures to the lake shore, and placed them on the sands. The day after the fire his curiosity tempted him to visit the spot, and there, fused with foreign substances, and run into fantastic form, was all that remained of an expensive bronze statuette. The heat from the distant

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CHICAGO, AS SEEN AFTER THE GREAT CONFLAGRATION



poles had melted the hard substance without totally destroying the outline. The only articles taken from the ruins of the Historical Society's building, so far as is known, were the fragments of a volume or two, and a small vial containing a section of tape-worm, which was in the collection of curiosities. The wealth of literary knowledge, the large collection of rare and valuable things, even the original Emancipation Proclamation—all were lost; and this disgusting vial alone remains.

OASES OF UNBURNED BUILDINGS.—The preservation of Mahlon D. Ogden's mansion, located on the block bounded by Oak Street, Washington Square, Dearborn Avenue and Clark Street, was one of the many instances of the fire's eccentric work. The building was of wood, surrounded by a wooden fence, and apparently as combustible as any edifice in the line of the flames. The open square immediately south of it, and the large grounds about the residence, rendered it ordinarily beyond danger, but the fierceness of the heat evaporated what little moisture remained in the wooden walls, and seemingly prepared them for ready combustion. The torrents of cinders, which fell upon every inch of the premises, were sufficient to destroy a structure of greater resistance; and the fact that the fire observed no method or order in its progress, but leaped wide spaces, and consumed buildings far in advance of the main column, pointed conclusively to the loss of the Ogden house. The family was absent on the night of the fire, but friendly hands were there to make a fight with the forces of the air. Washington Square had been filled with fugitives earlier in the night, but they had been compelled to flee, leaving their household goods scattered on the ground. These light goods quickly vanished in the flames. The fence and barn took fire. Blankets and carpets were spread over the exposed places. So long as the hydrants furnished a supply, water was freely thrown over everything, but when the pumping works were burned, recourse was had to the cistern on the premises. Rev. Robert Collyer acknowledges the generosity of those who had charge of this tank, for considerable quantities of water were given to those who sought to save his church.

It is often said that the Ogden house was the only building left standing in the burned area on the North Side. This is not a correct statement. A small frame house on Lincoln Place, about midway between Sophia Street and Webster Avenue, was saved by its owner, in a novel manner. There were vacant spaces contiguous, and Policeman Bellinger, who lived there, was encouraged to believe that he could preserve his home. He tore up the wooden sidewalks, raked the leaves in piles and burned them, and prepared for a battle with the flames in every conceivable manner. When the fire reached him, he covered his house with blankets and carpets, which he kept moistened. But when the fiercest wave of destruction came sweeping down upon him, he found his cistern dry. Even then his courage and presence of mind did not forsake him. His cellar contained a store of cider, and with that fluid he fought his foe, and triumphed. His hands were burned, his cider was gone, but his home stood amid the general ruin, and he had won the victory in the face of fearful odds.

In the entire burned portion of the South Division, but two buildings were left uninjured. One was an unfinished stone structure at the corner of LaSalle and Monroe streets. There was no wood-work in the build-

ing, the walls being of stone and the partitions and floors of brick. The second was the Lind Block, on Market Street, which was comparatively isolated.

The house last burned is authoritatively stated to have been that of John A. Huck, north of the city limits; while No. 863 North Clark Street, and two houses a short distance south, were untouched by the fire, as was Brown & VanArsdale's two-story frame building south of Michigan and east of Kingsbury Street; but these really were sentinels marking the line of the fire, not being, like those mentioned above, in the midst of the burned district.

THE FIRST BOOK published about the fire was by Alfred L. Sewell.

TEMPORARY WATER SUPPLY.—The destruction of the Water Works not only imperiled the remaining portions of the city, but also involved inconvenience and suffering to the people. The means by which this misfortune was measurably overcome are described by Engineer Cregier:

"Fortunately, the water in the river was in a comparatively good condition, owing to the strong current flowing from the lake to the canal. R. T. Crane, president of the Northwestern Manufacturing Company, whose establishment was beyond the fire, tendered the use of a number of steam pumps for the purpose of pumping a limited supply of water from the river to a portion of the West Division. The main pipe at Adams Street was accordingly tapped. The pumps were connected by Mr. Crane and his assistants. John C. Gault, general superintendent of the Chicago



SAFES PILED ON DEARBORN STREET.

& North-Western Railroad Company, promptly furnished a locomotive, from the boiler of which steam was secured, and temporary pumps at Adams Street were started at midnight on the 10th. The supply was necessarily very limited, and although the quality of the

water was far from what our citizens had been used to, yet it was water, and, amid the great excitement and suffering among all classes, the water from the Chicago River was doubtless appreciated by those who were fortunate in securing it."

Temporary relief from the water famine was also obtained by laying mains on the surface of the ground, and to the methods employed by the General Relief Committee, described in Mr. Holden's narrative.

GAS SUPPLY.—Gas was furnished to the South Side by the People's Gas Company, of the West Side, as speedily as the ruins could be cleared away and the requisite connections made.

BOUNDARIES OF THE BURNED DISTRICT.—The devastated tract was embraced within the following limits:

On the West Side—Commencing at the corner of DeKoven and Jefferson Streets; thence, northerly, along Jefferson Street, to near the corner of Harrison Street; thence, northeasterly, to near the corner of Clinton and VanBuren streets; thence, east to Canal Street; thence, north, to Adams Street; thence, east, to the river; thence, southerly, along the river, to Taylor Street; thence, west, to the corner of Taylor and Clinton streets; thence, south, to DeKoven Street; thence, west, to Jefferson Street.

On the South Side—Commencing at Taylor Street and the Chicago River; thence, east, to Sherman Street; thence, north, to Harrison Street; thence, east, to Wabash Avenue; thence, north, to Congress Street; thence, east, to the lake; thence, northerly, along the lake shore, to the mouth of the Chicago River; thence, westerly and southerly, along said river, to Taylor Street and the river bank. Within this district, an elevator, near the mouth of the river, the Lind Block, between Market, Randolph and Lake streets, and a Methodist church, at the corner of Harrison Street and Wabash Avenue, escaped destruction.

On the North Side—Commencing near the mouth of the Chicago River; thence, westerly, along the river, to Market Street; thence, north, to Michigan Street; thence, west, to the river; thence, northwesterly, along said river, to near Division Street; thence, northeasterly, to near the corner of Division and Wesson streets; thence, west, to the corner of Division Street and Hawthorne Avenue; thence, easterly, to Clybourn Avenue; thence, easterly, to Orchard Street; thence, northeasterly, to Vine Street; thence north, to Centre Street; thence, east, to Hurlbut Street; thence, north, to Bellden Avenue; thence, northeasterly, to Franklin Street; thence, south on Franklin Street, by Lincoln Park, to Clark Street; thence, southerly, to Wisconsin Street; thence, east, to the lake; thence, southerly, along the lake shore, to the place of beginning.

AREA OF BURNED DISTRICT.—"On the South Side [says one authority] the fire destroyed nearly everything in the First and Second wards, and a slight portion of the northwestern corner of the Third. Its southern limit on Michigan Avenue was Congress Street; on Clark, Harrison; and on Wells, a point a little below Park. The area of the burned district was four hundred and fifty acres. There were destroyed 3,600 buildings, including 1,600 stores, 25 hotels and 60 manufacturing establishments; and 21,600 persons were turned out of their homes, the greater number of whom lived in the second Ward, west of State Street, where they were closely packed. The residents of the First Ward generally lived in hotels or furnished rooms, except in the western portion of the ward, where many poor families were congregated.

"On the North Side, thirteen hundred acres were burned over, out of the twenty-five hundred in that division, leaving intact a small portion on Kinzie Street, near the river, and several houses north of Division and west of Orchard, including some of the better-settled districts up Clybourn Avenue. The total number of

buildings destroyed was 10,000, including over 600 stores and 100 manufacturing establishments. About 70,000 persons were deprived of homes; out of a population of 77,000 only about 7,000 were left with shelter which they could call their own.

"In the West Division, the area of burned territory was not great—about one hundred and fifty acres; and much of that was occupied by lumber and coal yards. But the people who suffered were packed in densely, and nearly 2,000 were turned out into the streets."

From this estimate it will be seen that 13,500 buildings were destroyed, and 92,000 persons rendered homeless. But in the midst of this appalling calamity, the people drew consolation from the thought that the West Side, with its 2,500 dwellings, its 60 churches, 1,600 stores and 600 manufacturing establishments, were still standing, and that the North-side and South-side rolling-mills were able to furnish hundreds of men with employment. The southern portion of the South Side, and the suburban towns offered protection to the homeless, and it was because of the shock to the vitals of the city—the system of life-giving trade—that made men draw back for the instant, stupefied, but not overcome.

The statement of area burned over, and of property destroyed, made by the Chicago Relief and Aid Society, is, however, possibly more authentic, as the result of later and more careful estimates. The report referred to says:

"In the West Division, where the fire originated, the number of acres burned over was one hundred and ninety-four. There were five hundred buildings, mostly of an inferior class, destroyed, which were inhabited by about two thousand five hundred persons.

"The burned area in the South Division comprised four hundred and sixty acres. This district, though comparatively small in extent, was the business center of the city. It contained a great majority of those structures which were costly and magnificent, and were filled with the merchandise which made the city the great emporium of the Northwest. All the wholesale stores of considerable magnitude, the daily and weekly newspaper offices, the principal hotels, the public halls and places of amusement, the great railroad depots, and a large number of the most splendid residences—in short, the great bulk of the wealth and the chief interests of the city—were located in this district. In this Division alone, there were three thousand six hundred and fifty buildings destroyed, which included one thousand six hundred stores, twenty-eight hotels, sixty manufacturing establishments (principally of clothing, boots and shoes, and jewelry), and the homes of about twenty-two thousand people.

"In the North Division, not less than one thousand four hundred and seventy acres were swept by the flames; destroying thirteen thousand three hundred buildings—the homes of seventy-five thousand people, about six hundred stores, and one hundred manufacturing establishments.

"The total area burned over in the city, including streets, was two thousand one hundred and twenty-four acres, or nearly three and one-third square miles. This area contained about seventy-three miles of streets, eighteen thousand buildings, and the homes of one hundred thousand people."

LOSSES BY THE FIRE.—The same report gives, in tabulated form, an "approximately reliable" summary of the losses:

BUILDINGS.	
Eighty business blocks.....	\$ 8,515,000
Railroad depots, warehouses and Chamber of Commerce	2,700,000
Hotels	3,100,000
Theatres, etc.	865,000
Daily newspapers, including buildings ...	888,000
One hundred other business buildings....	1,008,420
Other taxable buildings.....	28,880,000
Churches and contents.....	2,989,000
Public schools and contents.....	249,780
Other public buildings, not taxed	2,121,800
Other public property (streets, etc.).....	1,763,000
	\$ 53,080,000

PRODUCE.

Flour (15,000 bbls.)	\$ 97,500
Grain	1,245,000
Provisions (4,400,000 lbs.)	340,000
Lumber	1,040,000
Coal	600,000
Other produce	1,040,000
	\$ 5,262,000

BUSINESS—WHOLESALE AND RETAIL.

Dry goods	\$ 13,500,000
Drugs	1,000,000
Boots, shoes, leather, etc.	5,175,000
Hardware, iron and other metals	4,510,000
Groceries and teas	4,120,000
Wholesale clothing	3,650,000
Jewelry, etc.	1,300,000
Musical instruments, etc.	900,000
Books on sale	1,145,000
Millinery	1,610,000
Hats, caps and furs	1,060,000
Wholesale paper-stock	700,000
Shipping and dredges	800,000
Manufactories (stock, machinery and products)	13,255,000
Other stocks, and business furniture	25,975,000
	\$ 78,700,000

PERSONAL EFFECTS.

Household property	\$ 41,000,000
Manuscript work (records, etc.)	10,000,000
Libraries, public and private	2,010,000
Money lost (Custom House \$2,130,000)	5,700,000
	\$ 58,710,000

GENERAL SUMMARY.

Improvements (buildings, etc.)	\$ 53,080,000
Produce, etc.	5,262,500
Manufactories	13,255,000
Other business property	65,445,000
Personal effects	58,710,000
Miscellaneous	378,000

Total, in round numbers	\$196,000,000
On this, there was a salvage, in foundations and available material for re-building of say	10,000,000

Making the total loss about..... \$186,000,000

The value of property in the city at that time, real and personal, taxed and untaxed, was estimated at \$575,000,000, of which, according to the above figures, the loss by fire was about thirty-three per cent.

The destruction of property belonging to the city, and included in the foregoing total, was estimated by the several Boards as follows:

City Hall and furniture	\$470,000
Bridges	71,000
Damage to pavements	270,000
Damage to sidewalks, etc. (General Fund)	70,000
Damage to Water Works	35,000
Damage to lamp posts	15,000
Damage to hydrants, sewers, water service, reservoirs, etc.	60,000
	\$991,000

FIRE DEPARTMENT.

Buildings	\$ 60,000
Furniture	7,500
Damage to engines	8,200
Damage to hose	10,000
Damage to fire-alarm system	45,000
	130,700

POLICE DEPARTMENT.

Buildings	\$ 53,600
Furniture, etc.	32,500
	86,100

Board of Education: ten buildings valued at \$249,780 and other property \$1,220	\$251,000
Board of health	15,000
Sidewalks, not included in above	941,380
	1,207,380

Total municipal losses..... \$2,415,180

Henry H. Nash, cashier of the United States Depository, in his narrative, states that there were about \$2,000,000 in the vault; \$1,500,000 of which was in currency. The amount saved was \$435,391.87. Loss in coin, \$6,000; loss in currency, \$1,034,200; making a total of \$1,040,200.

The report of the Board of Public Works for 1871 contains this official statement: "The fire spread in a northerly and north-easterly direction with wonderful rapidity, over a territory about four miles in length, by an average of two thirds of a mile in breadth, and comprising about 1,687 80-100ths acres, and finally terminated at midnight of the second day at the extreme north-eastern portion of the city, having destroyed, with two or three exceptions, every building in its course. It burned over, on an average, sixty-five acres per hour, and the average destruction of property for the same time was about seven and a half million of dollars, or about \$125,000 per minute."

IMMEDIATE RELIEF MEASURES.

NARRATIVE OF C. C. P. HOLDEN.—Upon the morning of October 9, 1871, the writer went to ascertain the extent of the fire, accompanied by Orren E. Moore, who hitched up his team, and we drove to the west line of the fire, at Jefferson Street, near Harrison.

We the undersigned President and Secretary of the General Relief Committee, organized Monday afternoon of October 9th 1871, certify that the following statement of Mr. Charles C. P. Holden, then President of the Common Council, of the occurrences at that time and the measures taken by the Committee, is substantially true and correct to the best of our knowledge and belief.

Chicago April 11, 1880

(W. H. Waterbury)
Secretary

Orren E. Moore
President
of Committee

There were huddled together large numbers of men, women and children, who had escaped from the flames. Several were reported burned in that neighborhood, and, subsequently, eight bodies were brought and laid on the sidewalk near the southwest corner of Harrison and Jefferson streets. The first bridge over the river to be reached was on Twelfth Street—VanBuren, Adams and Polk-street bridges having gone down. As we hurried forward, the sights were too terrible to behold!—men, women and children in endless confusion, gathered in vacant lots, in the alleys, in the streets, indeed, everywhere. We reached DeKoven Street, where the fire had started. The cottage at No. 137 DeKoven Street, in the rear of which the barn had burned that caused this disastrous conflagration, was still there. We passed on, making our way to and along Clinton Street, and at last reached Twelfth Street. We turned into Twelfth Street, and worked our way, with difficulty, for one block, to Canal Street, where it appeared to be impossible to proceed through the crowd farther, unless we took a long time in so doing. We drove south on Canal to Eighteenth Street, which bridge we crossed to the South Side, and then Mr. Moore drove rapidly to the corner of Wabash Avenue and Eldridge Court, or a little north of it. Every nook and corner in that vicinity appeared covered with goods and human beings.

We then returned to Madison Street, on the West Side, and there learned that the mayor and many aldermen were then in the South Division, fighting fire; that at one o'clock, the mayor had been at the Court House, where he had given written orders to Alderman J. H. Hildreth to blow up buildings with powder, in order to stay the flames. While we were talking, Chief Fire-Marshal Robert A. Williams came westerly across the bridge. He said "the thing had gone up." There was no water, and his Department was helpless. Some of his machines were taking water from the river. They had made the best fight they could until the Water Works were destroyed, when they were seemingly powerless. He said that cities in every direction had responded nobly for help.

Failing to find any city officers, we again started on our mission of observation. Mr. Moore drove north, and the farther we went the more dreadful became the situation. Vast multitudes had crossed the Indiana-street and Kinzie-street bridges, and also on the railroad bridge, though none but footmen could pass over on the latter. As we drove along, the streets and alleys were crowded with those fleeing from the fire which was then prevailing in the North Division. When we reached Chicago Avenue, the sight was one never to be forgotten. It was reported that whole families had been driven into the lake in an effort to save their lives, but this had resulted in many having perished. The prairie, west of where we were and to the northwest, was said to be literally covered with burned-out people. Men, women and children, in great living masses, met our vision in every direction. There were the sick and crippled, the aged and infirm, great numbers of whom had been injured in various ways by the fire; and all were appealing most piteously for help, although thankful that their lives had been spared. Scores of little children clung to their mothers, while the mothers knew not whither to go or what to do. Women in every station of life were rushing about hither and thither, hunting for their lost little ones; husbands were searching for their wives—wives were hunting for their husbands; and children were crying as though their hearts would break—orphans, indeed, so far as we could judge, and probably orphans in fact, made so during the past few hours. Many were reported dead and dying in buildings in near proximity; but the dead could not longer suffer, and it was for the care of the living that our thoughts were then turned. This terrible scene had been continuously before us from early in the morning.

Having failed to find the mayor and aldermen, with whom to confer relative to the awful situation, who was to care for these sufferers then everywhere to be seen? Where was the Chicago Relief and Aid Society? And where was the county agent and his staff? There was no flag of relief to be seen. It would not do to longer wait and let suffering humanity die for the want of help.

Action, immediate action, was wanted. It was then eleven o'clock of that murky, sultry Monday morning. The situation was thoroughly understood, and something should be done at once, or dire disaster would befall the suffering people, of which it was reported there were then more than 75,000, with the number heavily increasing, as the conflagration was still raging, and nothing to impede it. Then it was that the writer determined upon a plan to relieve the distressed. It was for the city, in its corporate capacity, to step to the front. The writer was president of the Common Council, and next to the mayor in authority, and in that trying hour he would assume the responsibility to act without any further delay. Mr. Moore

agreed to the programme we roughly outlined; and then he turned his team homeward, and drove quickly thither.

While en route, great multitudes were met and passed, many of whom stopped us to inquire, "What was to be done?" Among the number the writer recollects Melville E. Stone, Clark Geib and others. We requested them to be at the Congregational Church, corner of Washington and Ann streets, by one o'clock p. m., or sooner, and for all to come prepared for active work. Before reaching our homes, our plans were fully matured. It was now nearly noon, and Mr. Moore drove to the Police Station at the corner of Madison and Union streets, where the writer directed Captain George M. Miller to send one or more officers for Mayor Mason, with the request that he come, without delay, to the Congregational Church, and also that he send a like request to General C. T. Hotchkiss, the city clerk; time, 12:15 p. m. The following gentlemen were also sent for by special officers, and asked to meet us as soon as possible: Hon. S. S. Hayes, General O. L. Mann, Clark Lipe, J. W. Preston, Ira Y. Munn, Hon. L. L. Bond, Alderman Thomas Wilce, D. W. Clark, Jr., David Cole, Alderman Woodward, Alderman Sam. McCotter, Hon. G. W. Stanford, John Comiskey, E. F. Runyan, and some others whose names are now forgotten.

E. F. Runyan

Deputy Superintendent Wells Sherman and Captain Miller were requested to report at once at the church, and also to have several patrolmen there for duty. We then drove to the church, which we found locked; but as Rev. Dr. Goodwin, the pastor, lived next door, we found him, told him our mission—which was to make his church a nucleus, or headquarters, of relief, around which all sufferers from the fire could cluster during the trying emergency then at hand. Dr. Goodwin coincided fully with us, and said his church was at our service, and that he was only too glad of the opportunity to have it thus utilized.



FIRST CONGREGATIONAL CHURCH

Establishment of Headquarters.—Mr H. Z. Culver, one of the church trustees, who was living near by, was called on for the keys of the building, and then, in the name of the City of Chicago, we took possession of the First Congregational Church, at 12:45 p. m., October 9, 1871. Chairs, tables and everything were put into shape, carpets were removed from the basement for immediate work, and, as if by instinct, as soon as the doors were thrown open, people began to come for any needed service. General O. L.

Mann, General Joseph S. Reynolds and Melville E. Stone were among the number first there. Mr. Stone had come in his own conveyance, for a trip to the burned district. He was asked to go to such points as he thought best, and impart the information that relief measures had been established at the Congregational Church; to ascertain so far as he could the needs of the sufferers, and, in extreme and urgent cases, to have them attended to if possible. General O. L. Mann, Arba N. Waterman, Colonel W. A. Ray, G.

A. N. Waterman

DeClercq, Pleasant Amick, and many others, started at the same time, but in different directions, on similar missions. The officers who had been sent in quest of the mayor returned, saying that he could not be found, as he was, with many aldermen, somewhere in the South Division, fighting fire. They, with others, were directed to try again, and not to return without him. Those who had been sent from the police station commenced arriving; General C. T. Hotchkiss, Honorable S. S. Hayes, Honorable Corydon Beckwith, and T. B. Brown were among the first.

Police Measures.—As Mr. Brown was the president of the Board of Police Commissioners, he was requested to issue authority to deputies to swear in citizens for special police service. These special police were to do duty in saving property from incendiaries and all other malicious persons. Allan M. Culver, a mere lad of sixteen, who had a boy's printing press in his father's barn near by, proposed to print the badges; which work he ably performed, assisted by Robert W. Patton and Miss Kate Medill. The badge was simply a small piece of white cotton cloth, with the word "Police" thereon, and some had the words "Special Police." The fac simile here given is taken from one worn on that occasion. There were probably five thousand special policemen sworn in before noon of the next day. Several gentlemen were engaged in swearing in the new men, and giving them directions where to do duty. A. G. Lane and D. L. Juergens were among the number that did good service in that way.

Refectory established.—Alonzo Snider was directed, with some others, to take possession of the vacant Green-street Church, and manage it for feeding the masses. It being a large structure, it

Alonzo Snider

was known that great numbers could be provided for at that point. The owners objected to its occupation, but their objection counted



POLICE BADGE.

for naught, and Mr. Snider carried out the order, put up cooking-stoves, and got ready for business at once. He was also directed to send to the large bakeries orders permitting them to use fires,* but that everything they baked should be turned over to the Relief Organization; also to bake all the bread they could. Mr. Snider,

Patience J. Sinclair

with Misses C. J. Sinclair, Ida Sinclair and Eva Sinclair, did a wonderful work in that old church.

*At ten a. m. of October 9, General O. L. Mann had very wisely ordered, in the name of the mayor, that all fires should be extinguished until the water supply was resumed.

Additional Measures taken.—After a hasty consultation with Hon. S. S. Hayes, he suggested that a proclamation should at once be issued by the authorities, informing the people of Chicago what was being done for the sufferers; also announcing the necessity for the maintenance of order throughout the city; that those in distress should be cared for; that the City of Chicago would meet all expenses thus incurred, etc. This paper, Mr. Hayes promised to prepare. Aldermen Thomas Wilce and W. B. Bateham

were directed to erect from one thousand to two thousand houses, suitable for the occupancy of those who had been burned out—this order being given by the writer. They were to take possession of any unoccupied land suitable for the purpose, get the material and employ men sufficient to erect the same at the earliest moment.

As the water supply was entirely stopped, the possibility of the outbreak of any new fires was one of great terror, especially when it was realized that a new fire might at any moment be precipitated upon the people of the West Division, and also on that portion of the South Division lying south of Harrison Street, the thought of which was appalling in the extreme. But all the time men came, asking what they could do to help save that part of the city then untouched by the flames, and what assistance they could render. Among the vast crowd may be mentioned—in addition to those heretofore named—David Cole, Rev. Dr. A. E. Kittredge, D. W. Clark, Jr., J. F. Morris, George L. Scott, J. W. Preston, General J. J. F. Wilson, D. L. Juergens, Hon. J. G. Rogers, Hon. Wil-

D. L. Juergens

liam A. Porter, Alonzo Snider, Aldermen Samuel McCotter, Willard Woodard, J. W. Stanley, John Buehler, J. L. Campbell and

John Buehler

J. J. McGrath, General John McArthur, Rev. Dr. E. P. Goodwin, T. M. Avery, J. H. Pearson, Clark Lipe and L. L. Mills.

Large numbers of couriers were despatched to the outskirts of the burned district, with positive instructions to hunt out those in the greatest need, especially the sick, and have them cared for regardless of cost, many wagons and other vehicles being sent with them, to be used whenever necessary.

Water Supply.—The urgent need for water caused the writer to have water parties immediately organized, in charge of which David Cole, Hon. G. W. Stanford and Clark Lipe were placed. They were authorized to organize thoroughly for the work; and where owners of wagons and other vehicles which they might want would not comply with their request, to press them into the service of the city, and, at all hazards, have the water-brigade in every part

G. W. Stanford

of the district where it was needed at the earliest possible moment. These gentlemen, being Park Commissioners, knew where to obtain the water and how to handle it. They soon had a number of

devised system had been adopted, making several departments, and placing a thoroughly efficient person at the head of each.

Dr. John H. Rauch, of the State Board of Health, was placed in charge of the Health Department, with all the assistance he needed, to whom applications for medicine, medical or surgical attendance, or for hospital supplies, were to be made. The doctor soon thoroughly organized his department. Many of the best physicians of the city volunteered their services; Dr. Reuben Ludlam, Dr. A. J. Baxter (the latter had been burned out on the North Side, losing nearly his all), and many others were at the front.

General Joseph S. Reynolds was made superintendent of the Lost and Found Department. George W. Stanford, David Cole and Clark Lipe were continued in charge of the water supply; and they then had a large force in the field carrying water to the portions of the burned district, where the sufferers were. The supply was obtained from parks and artesian wells. Colonel Levi P. Wright, the street contractor, who had been burned out on the North Side, voluntarily furnished some half-dozen regular watering carts to the committee, and the men to operate them. The water was supplied to all of our citizens who had no other means of supply.

All boat-houses were taken for hospital purposes. Hon. E. F. Runyan, who had been detailed on the water committee, was directed to see that the order previously given him relative to the throwing open of the school-houses, was fully carried into effect. Major S. D. Phelps was detailed to secure a corps of assistants and go to the South Division, and to look after those in that district who needed help.

It was not yet five o'clock p. m. There were great numbers continually applying for free transportation to the country, and to all such General Hotchkiss gave requests on the various railroads for the needed passes. The trains out of Chicago, that night, were loaded—I should say “jammed.” The cars were not only filled to overflowing, but men and boys rode on top of them. Many of our citizens, who had not been burned out, took their chances of discomfort on these crowded trains, and went to stay with friends in the country, making room in their own homes for those who had no place of refuge. It is reasonable to say that one-third of all those outside the limits of the fire had strangers, fugitives from the flames, in their homes during Monday and the few succeeding days.

Those who came in to report progress at the depots as to the shipment of the crowds, told of men, women and children huddled together, covered with soot, cinders and ashes, almost destroying their human appearance. Hon. Julian S. Rumsey, ex-mayor of Chicago, was observed at the North-Western depot, with his wife and some seven children. They had been traveling since three o'clock a. m. of that day, fleeing from fire, and had finally reached the depot. It may with safety be said, that fifteen thousand persons took passage on the outward-bound trains, during that fearful Monday afternoon and night, seeking places of shelter and the necessities of life, who the night before had retired in possession of ample means, little dreaming of the fearful calamity that was to befall them.

Arrival of Supplies.—At 6 p. m., the first relief supplies commenced arriving; but from whence I am now unable to say. They came from the cities and villages within a radius of eighty miles, and trains on all the roads that evening brought large quantities. Mrs. J. W. Boyden, Mrs. William Ripley and Miss Eliza Cherrie immediately took charge of the kitchen and dining-room at the church,

Mrs. James W. Boyden

and, during that evening, many hundreds had a good substantial

E. Cherrie

limitless numbers who were on the prairie and vacant property in the northwestern portion of the city, many without food and nearly all without shelter; the crying of little children for bread and water was heartrending. Then too came reports from the shore of the lake on the North Side, similar in purport, except that all who were there congregated were without shelter. Many cases of death and sickness were reported, with the fire still burning toward the city limits on the north, destroying everything in its path, but apparently nearing its end, simply for lack of anything more to burn.

Alleviation of Suffering.—This was the outlook for the sufferers on Monday evening. Mr. Moore's committee was doing all they could to provide for those poor sufferers. Many persons were sent, with cooked provisions and water, to the burned district. This was kept up all night. At the same time the special police system was being extended to every part of the city, and the greatest watchfulness was charged upon all. The outlook was truly appalling, for there seemed nothing whereon to base any reasonable hope—all was despair. But the despondency of the situation did not prevent the best men of our city from working with might and main to help the sufferers. Hon. Joseph Medill, Rev. Dr. A. E. Kittredge, Hon. S. S. Hayes, John C. Gault and Judge Rogers were among the vast number of counselors present in the church; they were not alone, for the entire community seemed alive to the awful situation facing us, and no words or deeds were lacking to give encouragement to the committee and those who were foremost in the work.

It was long after midnight before the great crowd dispersed; and when they did, it was to act as special policemen or as watchmen, for all were on guard at that time. Many remained all night. There was no sleep during that period in that church; for scouts and couriers were coming and going continually, taking such information and supplies as we had to send, and bringing such tidings of misery and woe as they had gleaned from the outside.

Tuesday Morning.—With dawn of day on Tuesday, the roth, came a ray of hope, for it brought rain—the all-needed rain. There was not much of it; but grateful indeed, were the people of the stricken city for what there was. It laid the dust, cleared the air, and helped to stop the fire where it had not already burned itself out. It was truly a God-send to our people. There had been but little rain since early in the preceding July, and not a drop had fallen for six weeks prior to the conflagration.

Not only did the morning of Tuesday bring refreshing rain, but relief came from all parts of the adjacent country, in the shape of provisions, bedding and clothing, and everything that seemed needed for the suffering people.

Indianapolis's Assistance.—Among the first to come, was Eli Thompson, chief of police of Indianapolis, who, at three o'clock a. m., reported that he had brought with him two fire-engines, fully manned, and two car-loads of cooked provisions. They came by the Louisville, New Albany & Salem Railroad. He was accompanied by Lieutenant Robert Campbell, Sergeant Albert Travis, and twenty policemen. The engines were sent to the North Side water-works, and General Mann took charge of the provisions, most of which he distributed among the sufferers in the northwestern portion of the city.

E. B. Harlan, private secretary to Governor John M. Palmer, was at the church by daylight, tendering to the city, on behalf of the State, money, troops and arms. Governor Palmer grasped the situation at once, and had acted accordingly.

St. Louis's Sympathy.—Next came the St. Louis delegation, consisting of Hon. Henry T. Blow, Hon. George Bain, Hon. E. O. Stanard, William Taussig, J.

George Bain

C. Ewald, H. C. Breveling, R. P. Tansey, B. M. Chambers, N. Stevens and H. Overstolz.

E. O. Stanard

Other Arrivals.—The Louisville, Ky., delegation followed, headed by Hon. William Morris. And, indeed, delegations from all

supper there. Barrels and boxes came pouring in, filled with cooked hams, roasts of beef pork, veal, turkeys, chickens, and indeed everything in the way of meat and bread. That Monday evening was one of great activity at the church; great numbers of despatches were received, forerunning the forwarding of supplies, consisting of money, clothing, food, blankets, bedding, and in fact of everything that could be deemed necessary for the comfort of those for whom they were sent. These despatches came from the principal cities of the Union, many of them soliciting replies, which were promptly sent. Truly distressing reports were brought in from all parts of the burned district, giving accounts of almost

parts of the western country came pouring in, and the church, by eight o'clock a. m. of that day, was thronged with committees from abroad, and all of them upon the same humane mission. And they did not come empty-handed, but brought all kinds of cooked and uncooked provisions, and every imaginable article fitted to aid the sufferers of our city: such as clothing, boots and shoes of all sizes and for both sexes, ladies' and children's apparel without stint, bedding of every description and in vast quantities, household goods in endless variety, including everything necessary to housekeeping. They even brought tools of various kinds, seeming to fully understand and appreciate our necessities.

Action of Delegation.—The St. Louis delegation apprehended our situation at once, and in the midst of the great excitement at the church that morning, Hon. Henry T. Blow, of that delegation, said to General Hotchkiss: "Boys, keep up your courage. Everything we have is yours until you get on your feet again. We will stay by you; we have come here to stay."

Similar words were spoken by governors of many States, mayors of a multitude of cities, and the leading men of the entire country, as they called on us in that church. And these expressions of sympathy and confidence helped wonderfully to sustain us during those trying days.

Further Systematization at the Church.—The scene at the church during that Tuesday morning was one only to be witnessed on an occasion of the kind. General Mann, J. W. Preston and Colonel William A. Ray undertook to secure all supplies from the railroads in the West Division, and General Hardee had charge of the same service for the South Division, Seaverns's warehouse, corner Fourteenth and Clark Streets, being one of the supply depots. By ten o'clock a. m. every available inch of storeroom in the church was filled with all kinds of supplies. The West-side Rink was made a store and supply room; Nos. 50-52 Canal Street was also a rendezvous for supplies; and quarters on Randolph and other streets were secured and filled. The same rule was adopted by General Hardee in the South Division. In the meantime, the school-houses and churches in general were fully supplied direct from the cars, and large numbers of citizens were engaged in furthering the distribution of these commodities, Aldermen Samuel McCotter and B. G. Gill and Supervisor F. A. Pierce taking charge of the rink. When they had thoroughly established their depot, they had any number of assistants who had volunteered for the work.

At the church headquarters, the ladies had organized an excellent system of distributing male, female and children's wearing apparel, as well as household supplies and furnishings, also maintaining the kitchen and dining-room department. Among the ladies present, and who were most efficient, were Mrs. J. W. Boyden, Miss Eliza Cherie, Mrs. E. P. Goodwin, Mrs. Orren E. Moore, Mrs. C. C. P. Holden, Miss Sarah E. Stanley, Mrs. Joseph Medill,

Sarah E. Holden

Mrs. H. Z. Culver, Mrs. Thomas Wilce, Miss Julia C. DeClercq, Mrs. H. L. Hammond, Mrs. William Ripley, Mrs. C. T. Hotchkiss, Mrs. Alonzo Snider, Mrs. P. Amick, Miss Kate Medill, Miss Elinor Medill, Miss Birdie Reynolds, Miss Luella Lawrence, Miss

Birdie Reynolds

Emily Fowler, Mrs. Charles E. Culver, Mrs. Goodrich, Mrs. D. W. Clark, Jr., Mrs. George L. Scott, Mrs. W. W. Farwell, Miss C. Sinclair, Mrs. Sawyer and Mrs. Todd. Mrs. Dr. Dickinson and

Phoebe W. Cousins

Miss Phoebe W. Cousins, of St. Louis, had also reported for duty. They had a great work under their charge, and they most faithfully and zealously performed it. Then, too, with General Joseph

Joseph S. Reynolds

S. Reynolds, they had charge of the Lost and Found Department. And that was a busy one; for be it remembered that men, women and children were separated from each other many days, and there were many affecting scenes at that church.

Mayor Mason arrived early that morning, and, in conjunction with the committee, everything was done that could be to continue the efficacy of the work. The mayor and committee issued the following additional proclamation:

"The headquarters of the General Relief Committee are at the Congregational Church, corner of Ann and Washington streets. All of the public school buildings, as well as the churches, are open for the shelter of persons who do not find other accommodations. When food is not found at such buildings, it will be provided by the committee, on application at the headquarters.

"CHICAGO, Oct. 10, '71.

"R. B. MASON, Mayor.

"O. E. MOORE and W. B. BATEHAM, West Division.

"J. H. MCAVOY and N. K. FAIRBANK, South Division.

"M. A. DEVINE and JOHN HERTING, North Division."

The same committee issued the following notice:

"HEADQUARTERS GENERAL RELIEF COMMITTEE, }

"CHICAGO, October 10, 1871.

"J. W. Preston, Esq., President of the Board of Trade, is hereby authorized to receive, on account of this committee, all supplies for the relief of the destitute, and to distribute the same to depots of supplies established in the city, under the control and upon the order of this committee. He is also authorized to hire, or press into service, if necessary, a sufficient number of teams to haul such supplies.

"ORREN E. MOORE, Chairman.

"C. T. HOTCHKISS, Secretary."

On the same day, the Mayor issued an order prohibiting the use of kerosene, or other inflammable oil, in any barn or stable, and forbidding smoking on the public streets, until a supply of water was again had.

These proclamations were immediately printed, and thousands were distributed in all parts of the city, and the police were strictly enjoined to see that they were enforced. At the same time—10:30 a. m.—at the suggestion of the writer, an ordinance was passed fixing the price of bread, as follows:

"Section 1. That the price of bread in the City of Chicago, for the next ten (10) days, is hereby fixed and established at eight (8) cents per loaf of twelve (12) ounces in weight, and at the same rate for all loaves of less or greater weight.

"Section 2. Any person selling, or attempting to sell, any bread within the City of Chicago, within said ten (10) days, at a greater price than is fixed by the ordinance, shall be liable to a penalty of ten (10) dollars for each and every offense, to be collected as other penalties for violation of City Ordinances.

"Section 3. This ordinance shall be in force from and after its passage."

General C. T. Hotchkiss, city clerk, was directed to cause five thousand copies to be printed, and at once distributed throughout the city.

The demand for this bread ordinance was caused by numerous unprincipled persons who took advantage of the great necessities of those who had been burned out, and charged extortionate rates. These extortions were practised, not only by bread-venders, but to a large extent by the owners of all kinds of vehicles; but as rigid instructions had been given to take forcible possession of any such vehicle, in the name of the city, the practice was very soon abandoned, and legal rates and honest policy adopted. Regular policemen, in addition to the specials, were at the church constantly, in case of any emergency. Officers John Reid, John Hickey, and many others, remained there for many days. The roughs, the incendiaries, and bad characters of all classes and kinds, as a rule, gave Chicago a wide berth during those days of great excitement and peril.

General Relief Work.—Relief work of every sort was now being thoroughly done. Most of the churches had taken hold with a will, and were cooking provisions and feeding the hungry. Then, too, nearly every church had a special relief bureau, where all necessary articles were supplied to the unfortunates who belonged to their denomination or congregation. Alonzo Snider and Miss C. Sinclair, with large numbers of assistants, had arrangements whereby they could feed, to the extent of five thousand daily, at the Green Street (old) Church. They distributed soups, vegetables, meats, bread, coffee, tea, etc. Every train, on every railroad entering Chicago, brought in supplies; and these trains were continuously coming. It seemed as if the railroads and people throughout the country had joined together for this laudable work. Some of the roads had entire trains of supplies for the relief of our sufferers. These trains came from nearly every city and hamlet within a radius of three hundred miles of Chicago,

and they, being made up of car-lots, showed that committees had commenced working early on Monday. Those receiving the supplies from the roads were fully occupied. Teams were continually hauling goods to every part of the city, general rendezvous being first supplied.

Seven car-loads of cooked and uncooked provisions, blankets, bedding, clothing, etc., arrived early in the day from Springfield, Ill., also six car-loads from Fort Wayne, Ind.; and Mayor H. Ludington, of Milwaukee, sent six car-loads of cooked provisions, and telegraphed that Milwaukee would find homes for ten thousand homeless people. Hon D. W. Munn brought in two car-loads of cooked provisions, early in the day, from Cairo, Ill. Very large quantities, too, came in from villages which were located away from the railroads.

Money Contributions.—Not alone were provisions and other necessities being received, but telegraphic advices of large sums of money forwarded were constantly arriving, as the following shows:

"You are authorized to draw on Kidder, Peabody & Co., of this city, for \$100,000, for the relief of the sufferers by the late fire."

"WM. GASTON, Mayor.

BOSTON, Mass., October 10, 1871.

Others were received from A. T. Stewart, New York City, for \$50,000; from James A. Weston, Manchester, N. H., for \$15,000; from the city of Erie, Penn., for \$15,000; from Troy, N. Y., for \$10,000; from Montreal, Canada, for \$10,000; from Albany, N. Y., for \$10,000; from Brooklyn, N. Y., for \$100,000; from Philadelphia, Penn., for \$100,000; from Pittsburgh, Penn., for \$100,000; and A. Belmont & Co., Duncan Sherman & Co., and Brown Brothers sent a contribution of \$5,000 each; E. B. Harlan drew a check on Governor J. M. Palmer, payable to the order of the writer, for \$5,000; and Kidder, Peabody & Co. sent an order for \$100,000; making a total of \$530,000. These amounts, by telegraph and otherwise, together with some fifty others, in smaller amounts, were received during the day of October 10, 1871.

Exodus from the City.—Great numbers were leaving the city and G. DeClercq and A. G. Lane, who had charge of the Transportation Department, had all they could do to furnish them passes. The committee had adopted a form of pass to be given, and had a large number printed. On Tuesday morning, it established an office in the main north entrance to the church; and a line of applicants for passes

Governor John M. Palmer, in a proclamation, dated October 10, 1871, said:

"A fire of unexampled magnitude has devastated the City of Chicago, depriving thousands of our citizens of shelter and food and clothing. Under these painful circumstances, I call upon you to open your hearts for the relief of the suffering. Contribute of your abundance everything that you can—food, clothing, money; organize committees and systematize your efforts. Remember those, our fellow citizens, who have always responded so nobly to every call."

And on the same day the governor called an extra session of the Legislature, to assemble on Friday, October 13, and recommended the consideration of the following subjects:

"1st. To appropriate such sum or sums of money, or adopt other legislative measures as may be thought judicious, necessary or proper for the relief of the people of the City of Chicago.

"2d. To enact such other laws and to adopt such other measures as may be necessary for the relief of the City of Chicago and the people of said city, and for the execution and enforcement of the laws of the State."

In addition to this official action, the governor telegraphed to the mayor as follows:

"SPRINGFIELD, October 11, '71.

"R. B. MASON, Mayor of Chicago:—Legislature is called for Tuesday, 13th of October. Send down a committee to suggest measures for the relief of your people. Everybody is disposed to aid you, and it is desirable that some of your senators and representatives come.

JOHN M. PALMER."

Committees from the entire surrounding country continued to arrive with proffers of help. These representative committees had to be cared for, and those who had their homes left untouched, and not fully occupied by sufferers, gave them a hearty welcome. Some of the committees, however, remained at the church, making temporary beds of the mattresses and blankets. They were perfectly willing to "rough it," if by so doing they could in the least help those whom they had come to serve. At 7:30 p. m., the Cincinnati

Josiah. Lawrence. Keck.

delegation arrived, headed by Hon. Josiah L. Keck and General A. T. Goshorn, and the following members of the delegation: Richard Smith, Hugh McBurnie, Benjamin Eggleston, Thomas G. Smith, E. V. Brookfield and Alpheus Cutler. They brought with them seven freight cars, loaded to their fullest capacity with supplies of all kinds. That day brought about great results for all those unfortunate who had been burned out. At 8 o'clock p. m., Alderman W. B. Bateham, who had just come in from the North Side, and others who had been to other portions of the burned district, reported that "every homeless soul had shelter, food and water, and that the sick and injured, so far as known, were provided for." Now, when it is remembered that on Monday noon, only thirty-two hours previously, all seemed chaotic, and that the fire was raging on the North Side, the work which had been accomplished in that short period of time seems almost incredible.

Scenes among the Sufferers.—The committee having in charge the lost and found had been instrumental in bringing together whole families whom the fire had separated. Mothers had been enabled to find their children and children their parents. At about five p. m., a poor German woman, almost distracted and heart-broken, came rushing into the church with the words, "I have lost my boys, my poor boys," giving the names and ages of each to the lady at the desk of the "Lost and Found Department." She was nearly insane with grief; her children had been separated from her in the midst of the fire, and she mourned them as dead. A gentleman who was in the crowd heard her wails, and, coming quickly to her side, told her that her boys were safe, and at his house, and stated that he found them on that terrible Monday, wandering aimlessly about. The joy of that mother can not be described. There were many similar meetings during those fearful days, but in the morning, it was reported that there were more than two thousand children unaccounted for, besides a very large number of adults of both sexes and all ages.

Eight dead bodies, or parts thereof, were laid on the sidewalk in front of Mathias Mamer's jewelry store, at the southwest corner of Harrison and Jefferson streets, one of them being that of Jacob Wolf, of No. 95 Harrison Street, in whose place, Mr. Mamer was at the time of the discovery of the fire, on the evening of the 8th.

Alderman Bateham reported that night having seen twenty-

RAIL ROAD PASS.	
Head Quarters Gen'l Relief Committee,	
Chicago,	1871.
Rail Road Pass	
A Sufferer by	
the late Fire to	
ORREN E. MOORE,	Chairman Relief Com.
Attest;	<i>C. N. Hotchkiss</i> Secretary

RAILROAD PASS.

extended for nearly a block west on Washington Street. They issued a ticket to each, similar to that here reproduced. These passes were filled out, and the managers of the various railroads running out of Chicago accepted them. This, of course, was but a temporary expedient, and other modes were subsequently adopted for this service. The number that applied on Tuesday was legion. It was thought that fifteen thousand persons left the city on Monday and fifteen thousand more on Tuesday, or nearly one-third of all those who were burned out. All trains leaving the city that day had all the passengers they could carry; freight trains also carried many passengers during those early days succeeding the fire.

More Help promised.—From telegraphic and other advices received during the day, it appeared that nearly every city and hamlet in the country, from Maine to California, and also from Europe, were taking active measures to send forward contributions for the sufferers. These advices continued arriving during the entire day of Tuesday.

seven dead bodies during the day, some so mutilated as to be beyond recognition. One of the horrible sights seen by him was near the Sands Brewery, and which manifested a mother's love. The spectacle presented was that of a dead woman, who had first dug a hole in the sand, and therein placed her child, and while bending over it, to protect it from the fire, both had perished in the flames. He passed through very many trying scenes among the wounded, crippled and dying.

There were many interesting incidents at the church during the same period, some of which, are worthy of preservation. In one part of the room, a group of colored children were huddled together, their ages ranging from two years upward; the baby had a doughnut, trying to nibble it, while the others were playing around, heedless of their lost condition. Elsewhere was a group of five German children, the eldest, probably twelve years of age, a girl, who was a mother indeed to the others, the youngest of whom, was about four years old. She carefully attended to their every want, and said that she hoped their parents might be safe, but as the children had been separated from them when their house first commenced to burn, she was fearful that they had perished in the flames. Another, an intelligent looking lady with a baby in her lap, and two other children cuddled down by her side, was sorrowing grievously at the supposed loss of her husband, whom she seemed to know was burned, while the two children were sobbing as though their hearts would break—the baby being the only one in the group who was composed.

Tuesday was the children's day at that church, and it was one of the busiest days ever known to a relief or any other organization. Hundreds of children found their parents during the day, who had been lost from them since Sunday night or Monday morning. While the crowd was not only around the church, but extended for a long distance up and down the streets, a German woman had found her way to an open window, where she could see the working masses inside. She attracted the writer's attention by her distressed gestures and appearance, and he sent an officer to bring her in. In answer to a question as to what was wanted, she said that her husband had been crushed, thereby losing a part of his right side and shoulder, but was still living, and she had come for help. Then she swooned, and Dr. Rauch had her taken away and kindly cared for. These trying scenes were of frequent occurrence on Tuesday.

Work done by the Committee.—There had also been a small army fed and cared for in the church on that day by the ladies. Alonzo Snider, with Miss C. J. Sinclair, reported having fed nearly five thousand during the same period at the Green-street Church.

Clothing of all kinds, blankets, bedding, and indeed everything needed to make comfortable those who were in distress, had been distributed. Telegrams were continually coming in, informing us of very large sums of money being collected. It was well known on that Tuesday evening, that more than \$1,500,000 had been contributed by the people throughout the country, and the outlook Wednesday was much brighter than it was twenty-four hours before. The scene was now changed; there had been rain; the fire had exhausted itself; a glorious day's work had been done; and all felt more cheerful; and the great numbers of committees from abroad gladly observed this fact, as one of the many excellent results of their visit. Our reports footed up that night, as a part of the day's work, six hundred and fifty wagon-loads of cooked and other provisions, clothing, bedding, etc., delivered to the homeless, and two thousand and fifty-four wagon-loads of women and children brought to the churches, school-houses and other places of shelter. During the same day, Evanston had distributed twelve wagon-loads of cooked provisions to the homeless in and around Lincoln Park. This statement of work performed during the day includes only those teams under the supervision of the General Relief Committee. There were, no doubt, more than two thousand private conveyances carrying homeless people to places of safety and shelter during the same period. Then, too, there were all kinds of private conveyances, hauling supplies from the cars and storehouses to the needy.

Organization by the Churches.—At 11 p. m. Tuesday, the outlook was one of great encouragement. Rev. Dr. Goodwin had been busy all day conferring with representatives from other churches in regard to forming committees in their respective organizations, thus paving the way to establishing regular relief committees in connection with the various religious denominations, to more particularly look after those connected with their own societies, especially those not likely to apply for public relief. He called a meeting of those interested in this work at the residence of Dr. N. S. Davis, No. 779 Wabash Avenue, on the next day (Wednesday), to "organize a special relief committee for the help of burned-out church members and other worthy people." The Hon. Joseph Medill was appointed to represent Dr. Goodwin's Congregational Church on the special relief committee. Rev. Robert Laird Collyer for the Unitarian congregation. L. C. Larned for the Episcopalians, Mrs. Tyler for the Baptists, Dr. N. S. Davis for the Methodist, and

many other delegates for other churches whose names are not remembered. At that meeting a course of action was formulated, which resulted in collecting large sums of money and goods from church members who were not burned out or crippled beyond their ability to give.

Committees continue to Arrive.—The writer remained Tuesday night at the church. Everything that was taking place throughout the city, of extraordinary character, was immediately reported to the headquarters. Wednesday morning more committees came from abroad, many from cities in Canada and in the Middle and Eastern States. The one from Hamilton, Canada, was at the church by daylight, and had come well prepared; so in fact had all the committees. It was estimated on Wednesday that representatives of more than one thousand committees had visited our headquarters since Monday noon. They did not come simply to make their donations and then remain spectators, but to consult with our people concerning their needs. The governors of most of the Western States, as well as some from the Southern and Eastern, had also visited us, and invariably brought words of good cheer and encouragement.

More thorough Systematization of the Committee.—Early in the morning the committee assembled, when C. C. P. Holden treasurer, stated that large sums of money had been contributed, and were then en route, some of which were coming to him personally, and by drafts, payable to his order; and he suggested that these sums should be placed in the treasury of the city, where the entire city would be responsible to the contributors. He, therefore, tendered his resignation as treasurer of the Relief Organization, and moved the appointment of David A. Gage—the city treasurer—to that position. Mr. Holden's resignation was accepted, and David A. Gage then became the treasurer and custodian of the world's contributions to the sufferers by the fire. This action gave entire satisfaction to the numerous committees then present and representing the contributors. At the same meeting the committee presented a series of by-laws, which were passed, for a thorough systematization of the work, and especially for the receipt and disbursement of all moneys. The by-laws were as follows:

"1. All supplies of provisions and clothing will be received and distributed by the General Relief Committee, of which O. E. Moore is chairman and C. T. Hotchkiss secretary. Headquarters of the Committee, corner of Ann and Washington streets.

"2. All contributions of money will be delivered to the city treasurer, David A. Gage, who will receipt, and keep the same as a special relief fund.

"3. All moneys deposited at other places for the relief of this city will be drawn only by the mayor of the city.

"4. No moneys will be paid out of the Special Relief Fund, except upon order of the auditing committee. George Taylor, city comptroller; Mancel Talcott, of the West Division, and Brock McVickar, of the South Division, are hereby appointed such auditing committee.

"5. Railroad passes from the city will be issued under the direction of the General Relief Committee, corner of Ann and Washington streets.

"RELIEF HEADQUARTERS, CHICAGO, Oct. 11, 1871."

The New York Train.—Colonel James Fisk, Jr. and Jay Gould, both of the Erie Railroad, had telegraphed on Monday that they were preparing a train to carry supplies to the Chicago sufferers, and on Wednesday, at 10 o'clock a. m., the train left New York. It consisted of seven cars—heavily loaded with provisions and other supplies. It made fifty miles an hour to Port Jervis, reached Susquehanna at 3 p. m., and was reported at Elmira making unprecedented time to that point. Dense crowds of enthusiastic people were assembled at the depots in the principal towns, and many attempted to throw bundles on the train as it flew past. On the evening of that day, Colonel Fisk telegraphed: "We received to-day, since the departure of the lightning relief train at 10 o'clock this morning, over ten thousand consignments for the sufferers at Chicago, which were forwarded by the express train at 7 o'clock this evening. It would be almost impossible to enumerate the contents of the packages or their value; but as far as we can judge, taking the entire shipment, nothing could be more appropriate had a month been occupied in the selection. I find that in a single consignment there were shipped one hundred coats, one hundred pairs of trousers, one hundred vests; while another consignment included four hundred barrels of sugar and coffee; and still another, one hundred barrels of flour. We have, from appearances, as much, if not more, to receive to-morrow, which we shall forward, by our express trains only, at 9 a. m., 12 m., 5:30 p. m. and 7 p. m." The cash valuation of these first contributions from New York were estimated at not less than \$250,000.

Notifications, from every portion of the country, of the transmission of money and supplies kept pouring in, and it appeared as though there was to be no end to the world's charity. During the

day Wirt Dexter, and many other members of the Chicago Relief and Aid Society were at the headquarters, and they suggested that their society should be the distributors and disbursers of the world's contributions, it being a regularly organized charitable society under a State charter; that they possessed all the paraphernalia and facilities for carrying out the wishes of the contributors, and that everything in that connection, of right, ought to be turned over to them. The suggestions of Mr. Dexter and his associates were received by the committee who were then in charge of the work, but no further action was taken at that time. In the evening of the same day (Wednesday), the committees from the country-at-large held a meeting at the headquarters, at which more than one hundred of their number were present. Hon. Henry T. Blow, of St. Louis, was the chairman, and addressed the meeting at considerable length, and, after a full discussion of our situation by those assembled, they adopted an address to the people of the Nation, in which they stated the real wants and needs of the sufferers. Having been here for several days, they knew the exact condition of affairs, and spoke intelligently and advisedly. This address had a widespread influence on the country at large for the general good.

A delegation from Cleveland, Ohio, arrived early in the day, consisting of N. B. Payne, W. T. Warren, Colonel W. H. Maynard, David Price, Mr. Mason and Mr. Alford. They brought eight car-loads of provision, bedding, clothing and a miscellaneous assortment of articles necessary for the sufferers. The committee took great pains to ascertain the true condition of our burned-out people, wherein it was assisted by Hon. Henry T. Blow, who was

comptroller, city treasurer, and two aldermen from each Division of the city, to be selected by the mayor and president of the Chicago Relief and Aid Society, be added to the directory of said Society."

Throughout the day all depots for supplies were full to overflowing with the abundance which arrived unremittingly, while hundreds of teams were busy, from early until late, in hauling these supplies where they were required. Alderman Wilce reported that he

Thos. Wilce

had ready for occupancy some thirty houses, which he had constructed for the homeless under the order given him on Monday last, and had under way the construction of two hundred more.

Applications for free transportation to the country had greatly diminished since Tuesday, although those in charge of the pass department were kept busy during the day.

The Work transferred.—On Friday, the 13th, the mayor turned over everything to the Chicago Relief and Aid Society, by virtue of the following proclamation:

"I have deemed it best for the interest of this city to turn over to the Chicago Relief and Aid Society all contributions for suffering people in this city.

"This Society is an incorporated, old-established organization, and has possessed for many years the entire confidence of our community, and is familiar with the work to be done. The regular force of this Society is inadequate to this immense work, but they will rapidly enlarge and extend the same, by adding prominent citizens to aid this organization in every possible way. I also confer upon them the power, heretofore exercised by the Citizens' Committee, to impress teams and labor and to procure quarters, so far as may be necessary for the transportation, distribution and care of the sick and disabled.

"General Sheridan desires this arrangement, and has promised to co-operate with this association.

"It will be seen from the plan of work detailed below, that every precaution has been taken in regard to the distributions.

"CHICAGO, October 13, 1871.

"R. B. MASON, Mayor."

The Chicago Relief and Aid Society very soon thereafter took possession of the immense trusts thus transferred to their charge, although there were no immediate changes at the church, in the mode of managing the vast system of relief which had been carried on from that great center. On Friday evening, October 13th, the Committees from the Nation held their final meeting, and adopted the following address:

"TO THE PEOPLE OF CHICAGO.

"The undersigned respectfully call your attention to the following facts: The committees from the principal cities of the West, with food and supplies of all kinds, have been in your city since last Monday night. They assembled at the headquarters of the Mayor and City Council, corner of Ann and Washington streets, and have since co-operated with Alderman Holden and other members of the Council.

"Mr. Moore and his associates being the only organization known to them in the city for the relief of the sufferers by the great fire, the St. Louis supplies, with large quantities intrusted to the delegations from Indiana and Illinois, were distributed by General Hardee, who, in person, under orders of General Sheridan, placed them, as we believe, most judiciously.

"We attest most heartily to the unselfish and arduous services rendered by Alderman Holden, Mr. Moore and his associate members, the Mayor and many of the Common Council, Mr. Preston, of the Board of Trade, and, especially, General Sheridan and his aides; and yet deem it a duty to say to you that it is now absolutely essential that the work be systematically and economically extended; that ample arrangements should at once be made for the reception and careful distribution of coming supplies, by an organization which will satisfy yourselves and encourage your friends to continued action. We are perfectly satisfied to recommend to the country that all moneys intended for your relief be sent to the city treasurer, because we believe that they will not only be safe, but will be expended in accordance with the wish of the contributors; but from the facts presented we trust you will see the actual necessity for the systematic arrangement alluded to. And now that your best men can calmly survey the condition without fear of the

Henry T. Blow

always on the alert and ready to give information to new committees, gained from personal observations during his daily trips through the outskirts of the burned district. Hon. J. L. Keck, of Cincinnati, was another gentleman who was ready at all times to impart information to those who sought it. From these gentlemen, and other members of the committees, an incalculable amount of assistance was derived; and it was well that it was so, for the committee had more than they could possibly do. General Hotchkiss, the secretary, who had not seen a moment's rest since Monday, was still steadily attending to the duties of his position, and, though he had many able assistants, his task was Herculean. Every available foot of space in the church had been filled with the commodities from abroad, and these he had to supervise, both in their disposition and distribution.

Reports came in from all parts of the city where the unfortunates were housed, stating that everything possible had been done for their relief and welfare. Cooked provisions for immediate use had been received, and it was thought advisable to have less of that description in the future, as a large number of families had obtained permanent shelter and had been supplied with necessary cooking utensils. Hence, the committees from abroad, at their meeting, had recommended that uncooked provisions be sent from the country at large.

Those in charge of the headquarters' dining-room had been busy from early dawn feeding the multitude. The tables were loaded down with cold meats of all kinds in abundance, contributed from Maine to California. The review of Wednesday's work was entirely satisfactory; and when it was considered, that we were less than three days in the business, it was not surprising that we felt extremely self-gratulatory over the result. That night I went to my home, to remain for the first time since the night of terror.

Thursday's Work.—Thursday came, and brought with it more hope for the future. Water was being obtained in small quantities in very low stories or basements, having been pumped by fire and other engines into some of the mains, from the river. The Board of Police Commissioners revoked the order creating special police, as it considered the regular force sufficient for any future demands.

Governor Palmer was at headquarters on Thursday, having arrived in our stricken city, to see for himself what was requisite, as he wished the Legislature to pass such acts as would relieve the sufferers to the fullest extent.

Messrs Wirt Dexter, N. K. Fairbank, H. A. Johnson, and other members of the Chicago Relief and Aid Society made another motion at a meeting held this day in the pastor's study, to have the donations transferred to their society. At this meeting, Mr. Fairbank offered the following resolution, as embodying the sentiments of those present, which was passed: "Resolved, As the sense of this meeting, that the organization of the Chicago Relief and Aid Society be adopted as the means of distributing the food and supplies received for the sufferers; and that the present Relief Committee, appointed Monday night last, together with the mayor,

future, we again most earnestly beg that you will take immediate steps for a thorough and permanent organization, that will be entirely equal to the great work before them.

"HENRY T. BLOW, Chairman of Western Committee.

"A. T. GOSHORN, Chairman of Cincinnati Committee.

"WM. W. MORRIS, Chairman of Louisville Committee.

"RELIEF HEADQUARTERS CONGREGATIONAL CHURCH,
"CHICAGO, October 13, 1871."

Thus the time had arrived for a separation; and, indeed, it seemed like parting from one's family to bid adieu to these representatives of our Nation who had hastened to us at our first cry of distress, and who had, from the very beginning on that terrible Monday, made our cause their own—indeed, in many things, outdoing us. They came early, and brought succor, remaining until all were provided for. And, strange to say, in all the public

Mr. Dr. E. J. Condit

acknowledgments emanating from this city relative to the noble deeds done by contributors to the sufferers, there is little or no mention found of the self-sacrificing action of these unostentatious pioneers, who were first in the service of that charity which subsequently became world-renowned. The newspapers of the day briefly mentioned these matters; but that was all.

Cincinnati's Action for our Sufferers.—The following letter, from the Hon. Josiah L. Keck, of Cincinnati, Ohio, is of interest, as detailing the action taken in that city:

"On Monday, October 9, 1871, the Chamber of Commerce, at 12 m., commenced to receive subscriptions of money and supplies for the relief of Chicago sufferers by the fire, and appointed a committee to distribute same. At 3 p. m. of same date, the Common Council met in called session, and I offered a resolution appropriating \$100,000 for same purpose, and the appointment of a committee to take charge of same. At 4 p. m., the joint committee of these two bodies met, and I was chosen chairman, and the following gentlemen of the committee were appointed to go to Chicago in charge of the supplies, viz.: Richard Smith, Hugh McBurnie, Benjamin Eggleston and Thos. G. Smith, of the Chamber of Commerce; E. V. Brookfield, Alpheus Cutler, General A. T. Goshorn, and J. L. Keck, of the Common Council; and I was again chosen chairman of this sub-committee. The balance of the joint committee were intrusted with the purchase and shipment of the supplies, and the sub-committee to the distribution of the same in Chicago. We left Cincinnati that same evening, at 7 o'clock, with a train consisting of one sleeper, one baggage-car (used by us as a kitchen during our stay in Chicago), and five freight cars, loaded with coffee, sugar, bread, crackers, tea, provisions, clothing, bedding and blankets, and arrived, after some vexatious delays, at Chicago, at about 7 p. m. of Tuesday, the 10th. We at once visited your headquarters, at the church in the West End, and, with the committee of ladies and gentlemen there, made arrangements to furnish them with the supplies we had. The subscriptions received by the Chamber of Commerce were about \$100,000 in money, and some \$10,000 in value of supplies. This \$100,000 was expended by the committee in the purchase of necessities here, and forwarded to our sub-committee at Chicago, and by them distributed amongst the various church relief societies, hospitals, societies, and other organizations, together with what was turned over to the Chicago Relief Committee and the individual distributors by the sub-committee. I also took \$10,000 in cash, and forwarded it to the amount of some \$4,000 to build a soup-kitchen for the poor during the winter; and also furnished church societies at St. Louis, Catholic, Colored, Jewish, etc.—with many supplies during the winter. Our sub-committee remained in Chicago for two weeks, and I frequently returned to that city during the succeeding three months.

There was some misunderstanding between Wirt Dexter, Esq., Chairman of the Executive Committee of the Chicago Relief and Aid Society, and ourselves. He insisted that we should turn our money, in money, over to his committee, and we refusing, he thought that our committee were to furnish supplies, which we were willing to do, and sent from Cincinnati to Chicago. That society refused to receive anything further from us except money, and we refused to furnish money, but were willing to furnish what was required to the relief of our suffering people. On this subject, and I returned to the city, and sent \$10,000 in cash, having spent about \$10,000 of the relief subscription, as well as all of the Chicago subscription of \$100,000, and the result, that we sent us. Every day during the winter we received from five to ten

car-loads of supplies from our committee at home, and would distribute the same on arrival. I also received a number of car-loads from Ohio towns, consigned to me, which were all distributed by the committee. I had also the pleasure of entertaining a large number of your citizens at dinner and supper in our car. We ran our kitchen-car all day, and every day during our stay. To the best of our ability we did the best we could, and I have never doubted that we did well. It is my impression that we were among the first to arrive with help; that we remained longer, and did more effectual work, than any other committee. The reason was, we were better *hitched up*, and had better facilities—not that we had larger hearts or more sympathy in the work.

"J. L. KECK."

What St. Louis did.—And the following was received from Hon. George Bain, of St. Louis, Mo.:

"On the receipt of the news of the burning of Chicago, on the 9th of October, 1871, a public meeting was called at the Merchants' Exchange, presided over by Mayor Joseph Brown; and at that meeting over \$70,000 was subscribed for the relief of the sufferers of your city by the fire.

"Besides this, committees were appointed, who collected, that day, six car-loads of cooked and uncooked provisions and one car-load of clothing. The principal subscribers on Chicago were—The Merchants' Exchange, in its corporate capacity, \$10,000; St. Louis Gas-Light Co., \$2,500; Hon. Henry T. Blow, \$1,200; and the following individuals \$1,000 each: Mrs. Ann L. Hunt, James H. Lucas, W. M. McPherson, Gerard B. Allen (President Merchants' Exchange), S. C. Davis & Co., Jas. B. Eads, Lavielle Warner & Co. (Southern Hotel), George Knapp & Co. (Missouri Republican), G. R. Taylor, Thomas Allen, Joseph Brown (Mayor), George P. Plant, J. Robb (of New York), Missouri Pacific Railroad, American Wine Co. (Isaac Cook), G. I. Jay & Co., Dodd, Brown & Co., and the St. Louis University.* The same afternoon

Geo. K. Morgan

a special meeting of the City Council was called, and, on motion of Mr. A. Kriechhaus to appropriate \$25,000, the writer (Bain) offered an amendment to make it \$50,000; which passed by a vote of sixteen to four, and then our Mayor telegraphed Mayor Mason as follows:

"MAYOR OF CHICAGO.—Trains will leave by Chicago & Alton R. R. this evening with a quantity of cooked, and other provisions; also provisions by the Vandalla & Illinois Central R. R. The City Council voted \$50,000 to the Chicago sufferers, and mass-meeting called for to-night to add to citizens' contribution of to-day of \$70,000.
JOSEPH BROWN, Mayor."

"The Committee appointed to carry the provisions to Chicago were Henry T. Blow, George Bain, E. O. Stanard, William Taussig, J. C. Ewald, H. C. Creveling, R. P. Tansey, B. M. Chambers, N. Stevens and H. Overstolz. The provisions and clothing were loaded in seven Vandalla cars, and accompanied by Messrs. E. O. Stanard, N. Stevens, H. C. Creveling and J. C. Ewald; their train leaving at 5:30 p. m., while Messrs. Blow, Bain, Chambers, Taussig and Tansey started by the Chicago & Alton Railroad an hour later, carrying half a car of cooked provisions; the last item handed the writer, being a large box, containing several dozen chickens, which our mayor's wife and daughter—Virginia K. and Jennie B. Brown—had cooked that day,

Aug. W. H. Brown

and asked me to deliver to Mayor Mason; but, as you will remember, when our committee had arrived at Van Buren and Canal streets, and met some of your committee, the chickens and other provisions were taken to the church on the corner of Ann and Washington streets, where the women and children were gathered together. After delivering what we had brought up, we went over with your committee to Randolph Street and Michigan Avenue, where we found the Illinois Central train, which had just arrived with the provisions and clothing. We also found Colonel Sheridan, who

* George H. Morgan, Secretary of the Merchants' Exchange and Secretary of the Relief Committee, was also very instrumental, in St. Louis, in raising the subscriptions and supplies.

detailed some soldiers to assist us; and we at once began to distribute provisions among the school-houses and other places of refuge. This was on the morning of the 10th.

"That night I slept at your house, and the next morning our

Joseph Brown

force was increased by the arrival of Mrs. Dr. Dickinson and Phoebe W. Cousins. Murry Nelson (I think it was) turned over to us seven wagons belonging to Field, Leiter & Co., with their drivers, and loading these wagons with cooked provisions, we started for the North Side—the two ladies and myself—and began distributing our load among the people we found on the lake shore, as far as the cemetery, and to the northern extremity and beyond Lincoln Park. Thence, going westward, we crossed the Chicago-avenue bridge, and left what provisions we had not distributed, in a school-house, which was crowded with people, first having supplied a crowd of about four hundred drawn up in line before the building. That night, a majority of the committee returned to St. Louis, but Mrs. Dickinson and Miss Cousins remained in your city for several weeks, and I am sure rendered valuable assistance.

I subjoin, herewith, a list of the committees appointed on "Change October 9th: Chairman of the Committee to Collect Food in Wagons, S. B. Palling; Purchasing Committee, W. H. Scudder, F. W. Crane, J. D. Husband, S. P. Young, J. P. Fitzgerald; Committee to wait on Banks, Clinton B. Fisk, W. L. Hull, G. E. Leighton; Committee to prepare Circulars, S. O. Hemenway, J. G. Frather, G. F. Cochnower, E. P. Wilcox, M. G. Dodd, James McDonough.

"The foregoing is a brief statement of what I myself remember regarding our trip.

GEO. BAIN."

Louisville's Committee.—From Louisville, Ky., there came a large delegation, arriving on Tuesday. Hon. W. W. Morris was chairman of the same. In a letter to the writer, Mr. Morris says:

"I can not give the names of all the committee which went with relief to your city in October, 1871. Messrs. C. G. Davidson, C. O. Smith, M. Muldoon and H. J. Monch were prominent among the number. Colonel Davidson and myself remained twelve days, personally attending to the distribution of \$200,000 in supplies. Wm. W. Morris."

Resumé of Work.—Saturday, the 14th of October, witnessed the absence of the various visiting committees, except where members remained in charge of the distribution of supplies. The Cincinnati people opened their soup-house to the public on this day. It had a capacity for feeding ten thousand persons daily, and it was kept open until late in the winter, providing for all who came.

The Common Council and all city officers, who had made the church their headquarters, found other offices. The Council, which had been in continual session from Monday, at 12:45 p. m., and had had several regular meetings, removed to the police station, at the

Theodore Schintz

corner of Madison and Union streets, while other city officers, including the mayor, removed to the corner of Hubbard Court and Wabash Avenue. The mayor having transferred all matters per-

Allan M. Culver.

taining to relief to the Chicago Relief and Aid Society, the large number of aldermen and other city officers anticipated being in a measure released from the trying position in which they had been

placed since October 9; but they were still needed, and continued to perform their charitable work. Among them may be mentioned Aldermen Wilce, Bateham, Woodard, McGrath, Buehler, McCauley, Schintz, McAvoy, Daggy, McCotter, Gill, Campbell, Walsh and Busse.

On October 17, 1871, the General Relief Committee, through its chairman and secretary, sent the following letter to Wirt Dexter, of the Chicago Relief and Aid Society:

"CHICAGO, October 17, 1871.

"WIRT DEXTER, Esq., Chairman Executive Committee, Chicago Aid and Relief Society:

"SIR,—The General Relief Committee, of which we were chairman and secretary, respectively, with headquarters at the corner of Washington and Ann streets, discontinued all official action as a committee on Saturday evening last, and have since referred all official matters coming before us to your committee.

"We supposed that this fact was generally known, and we now make this formal statement, that you may be assured that there has not been, nor can be, any conflict on our part to possibly embarrass your committee in the full control and direction of all matters pertaining to the relief of the destitute in our midst.

"Respectfully,

"ORREN E. MOORE, Chairman.

"C. T. HOTCHKISS, Secretary."

At the request of the aldermen, the writer remained at the church headquarters until Monday, October 23, doing what he could to carry out the original intention of Mr. Moore and himself upon taking possession of the church at noon on Monday, October 9, 1871. In the furtherance of this project there had been, during this time, more than seventy-five thousand people provided for in various ways; the dead had received burial, the sick and wounded had been nursed and cared for, the hungry had been fed, the homeless and houseless had been provided with shelter, lost children had found their parents, husbands and wives who had been separated were re-united, and those who wished to go into the country to friends had been furnished with free transportation.

The Water Supply resumed.—The main water supply, which had been cut off by the fire, was restored on Tuesday, October 17, at 8:20 o'clock, by starting the engine which had been constructed and put into place in 1867, and which had a capacity of eighteen million gallons daily. This again gave to the people the water connection, of which they had been deprived for eight days and five hours. Thus it would appear a reasonable statement, that everything possible had been done.

Unrecorded Gifts.—Relative to contributions and donations made during the early days, by hamlets, towns, villages and cities of the United States and of Canada, it is safe to say that the supplies and money received direct from the donors, and of which no account has been made, would reach the sum of not less than \$2,500,000.

It must not be forgotten that the State of Illinois, during an extra session of its Legislature, donated to the City of Chicago the magnificent sum of \$2,955,340, by the following Act:

"Provided, however, That not less than one-fifth, nor to exceed one-third, of said sum so appropriated shall be received by said city and be applied in reconstructing the bridges and the public buildings and structures destroyed by fire, upon the original sites thereof, as already provided by the Common Council, and the remainder thereof to be applied to the payment of the interest on the bonded debt of such city and the maintenance of the Fire and Police Departments thereof."

By this timely act, the city was enabled at once to commence re-building and re-instituting the public improvements which had been destroyed.

The writer made a brief report to the Common Council of his action from Monday morning, October 9, until Monday, October 23; which report was spread on the records (vide Council Proceedings 1870-71, pp. 346-47).

After the discontinuance of organized effort by the General Committee, there were many who voluntarily continued in the relief service, without re-imbusement, for many weeks. Many ladies devoted much of their time and means to assist the thousands of women who had lost their positions and only means of support by the fire; while numbers of ladies transformed their houses into storerooms for contributed women's apparel, where those in need thereof could be supplied.

Among the donations of money distributed exclusively by ladies may be mentioned \$5,000, given by the Grand Duke Alexis, and \$5,000 from the Japanese Prince Iwakura—both amounts having been left with Hon. Joseph Medill, and which sums were placed in his wife's hands for distribution. These amounts Mrs. Medill gave among the various hospitals and charitable institutions of this city. This lady, with her two daughters, devoted the most

of the year following the fire to the cause of humanity, in which she was one among a large number of the ladies of our city.

The following letter is of correlative interest as to the relief measures:

"MY DEAR MR. HOLDEN.—You ask for my recollection of the events of Monday, the 9th of October, 1871.

"I had been living at the corner of Robey and Jackson streets. The glare of the great fire, which filled my room, an east one, roused me on Sunday night, and before midnight I had gone down town and was in the thick of it. I was driven before the flames to the lake front, and finally reached home, by the way of Twelfth-street bridge, about noon on Monday, after making a night of it. On my way to my home, I passed down Aberdeen Street, crossing Monroe, to call at my father's residence on Adams Street near Center Avenue.

"It must have been about 11 o'clock a. m., that I met you at the corner of Monroe and Aberdeen, evidently in a hurry. You said you had taken possession of the First Congregational Church, corner of Ann and Washington streets, in the name of the city, you being an alderman; and that a meeting of citizens would take place, to see what could be done for the relief of the suffering and the protection of lives and property. At your suggestion, I went home and got my horse and buggy, and devoted the afternoon and evening among the people who crowded the prairies in the northwestern division, notifying them of the provision you had made for their care. These people had been driven by the fire from the North Side, across Chicago-avenue, Division-street and North-avenue bridges, and were lying out in the groves and on the prairies in a condition of distress and fright which beggars description. How many went to the First Congregational Church it is impossible to say, but the number must have been large. This was the first effort made by anyone to bring order out of chaos. The relief work then began was taken charge of very soon by the Relief Society.

"When I reached the grounds on which my iron foundry was located, on the historic 'Sands,' I found the remains of three men who had been burned there. I also saw a charred body in the ruins at the northeast corner of Randolph and Clark streets. Indeed but for the importance of the work in hand, and which so occupied my thoughts as to crowd out whatever curiosity I should otherwise have been disposed to gratify, the scenes witnessed during my tramp over the burned district might have furnished me matter for a whole volume of horrible details."

Melville E. Stone

The following letter, written to Rufus Blanchard, on April 24, 1883, explains itself:

"In accordance with your request I submit herewith a statement, compiled from such data as I consider nearly reliable, touching the losses of both personal and real (buildings) estate destroyed by the great fire of October 8th and 9th, 1871.

"The fire destroyed the very heart of our city, taking in its general course all Government, State, County, and a large portion of the Municipal buildings. In its devastating route it swept over 2,200 acres of soil, burning to destruction 15,768 buildings; 175 manufacturing establishments, 121 miles of stone and other sidewalks, and 73 miles of streets were embraced in the limits of the vast conflagration.

"To enumerate the property destroyed by the fire would be an impossibility, but a tolerably close approximation of the losses can be furnished; and herewith I give you a statement as nearly correct as long research can make it.

"The United States Government lost all its buildings, including the Custom House, and \$2,130,000 in money. The city lost, in round numbers more than \$3,000,000. The county also lost heavily. Then there were the losses of the great trunk-line of railways, the Chamber of Commerce and the Board of Trade, warehouses and elevators, banking corporations and private bankers and brokers, insurance corporations, newspaper offices and effects, hotels and restaurants, opera houses, theatres and other places of amusement, churches, the schools and other places of learning, manufactories of all kinds, the vast shipping interests, including vessels, canal-boats, tugs and dredges, flour, grain and provisions, the brewers, distillers and dealers in wines and liquors, business blocks, stores and dwellings, dry goods, groceries, hardware and iron safes, other metals, coal and wood, clothing hats, caps and furs, drugs, books, stationery and paper stock, boots and shoes, furniture and bedding, pianos, organs and other musical instruments and music, millinery, jewelry, leather and harness material, tailors' supplies, paints and oils, livery and livery stock, libraries and paintings, and

artists' supplies, and all other kinds of business not herein enumerated—a total of \$187,927,000; made up as follows, to-wit:

15,768 buildings (and in this number were the business blocks, Custom House, Court House, newspaper offices, railroad stations, depots and offices, hotels, City Hall, churches, opera houses and theatres, and dwellings).....	\$ 49,239,000
Household goods, silverware, etc.....	31,536,000
Personal effects, including jewelry and money.....	19,840,000
Flour, grain and provisions.....	5,262,000
Wholesale and retail business.....	46,645,000
Manufactories and shipping.....	14,055,000
All other interests not herein enumerated, city losses outside of City Hall, public libraries, records, and miscellaneous of every description.....	21,350,000
Grand total.....	\$187,927,000

"The total valuation of taxable property in the city of Chicago, as assessed for the municipal year 1871, was \$289,746,470. The assessment was made for that year on the basis of 50 per cent. of the true valuation of the property thus assessed. Hence the real value of all taxable property in the city for that year was \$579,492,940; and thus was wiped out of Chicago's real wealth a little more than 32 per cent. of the same, which would be \$185,437,740, leaving a margin of losses, over and above this amount, of \$2,489,260.

"These great losses by fire, the like of which were never heard of before in this or any other country during the world's history, were partially met by 201 insurance companies, which companies had at risk in the burned district the sum of \$100,225,780; of which amount they paid, according to approximation, the sum of \$50,178,925, leaving a net loss to the burned-out property owners of \$157,748,075. Sixty-eight insurance companies, with assets of \$24,867,109, were compelled to go into liquidation, through losses sustained by the fire.

"Among the products of our soil, and which are enumerated in the above item as destroyed, may be mentioned 15,000 barrels of flour, 4,000 tierces of lard, 1,500,000 pounds of cut-meats, 6,000 barrels of pork, 2,400 tons broom corn.

"Finally, it is safe to say that on that fatal day in the history of Chicago, fully one-third of all her real wealth was destroyed by the conflagration. Not only this, but there were rendered homeless by that terrible calamity more than ninety-four thousand souls; but sadder still is the fact, never to be forgotten, that three hundred human lives were sacrificed to the flames of that ever to be remembered day."

The foregoing is the story, in part, of the first steps taken for the relief of the sufferers by the great fire in Chicago on October 9, 1871. The chapter is made up from such data as I have, at hand touching that most memorable occasion. Many of those who were foremost among our citizens in achieving the results accomplished, have since deceased, among them being Hon. Samuel S. Hayes of this city and Hon. Henry T. Blow of St. Louis. Mr. Blow's efficacious work and hearty sympathy in the church headquarters will long be remembered by our citizens. Indeed, all who in that trying hour of our city's history lent a helping hand to our sorrowing and suffering citizens will certainly have their reward.

CHARLES C. P. HOLDEN, the son of Phineas H. and Betsey (Parker) Holden, was born in Groton, N. H., August 9, 1827. His mother's father was Lieutenant Levi Parker, of Dunstable, Mass., an officer in the revolutionary army, and a witness of the hanging of Major André; his mother's youngest brother, Samuel Parker, died in Davenport, Iowa, on August 28, 1884, at the advanced age of eighty-four years. When he was three years of age, his parents moved to West Hartford, Vt., where they remained until the spring of 1836, at which period they moved to Illinois, with their family of nine children, arriving in Chicago on June 30, 1836. His father located a claim, and began farming at Skunk's Grove (now the Town of Frankfort), in Will County, thirty miles south of Chicago. When Charles C. P. had reached the age of fifteen, his father placed him in Charles Sweet's grocery store, which was then on the corner of Wolcott and North Water streets, where he remained for a time, working for his board for the first six months. In the spring of 1847, he enlisted in Captain T. B. Kenney's company of volunteers, for the Mexican War, where he served until October 18, 1848, at which time he was honorably discharged from that service, at Alton, Ill. In the spring of 1850, he crossed the plains to California, where he worked in the mines and at farming until

December 1, 1853, when he took the steamship "Winfield Scott" for Panama and for home. The second night out from San Francisco, the steamer, in a dense fog, ran on the rocks off Anacapa Island, and was totally wrecked. The passengers were all saved, and remained on that small island for seven days, when they were rescued by the steamship "California," and in due time landed at Panama. Mr. Holden reached Chicago and his home on March 19, 1854. On February 20, 1855, he entered the employment of the Illinois Central Railroad, and remained with that corporation until February 4, 1873. In the spring of 1861, he was elected to the Common Council of this city, to represent the Fifth Ward. He remained in the Council continuously until December 1, 1872, and during that time took an active part in all the great public improvements, then but just begun. He was a strenuous advocate for the building of sewers, the extension of the water system, the improvement of streets, and, indeed, he took the initiative in all works to thus improve the city. He was the moving spirit in cutting down the summit-level of the canal, being the chairman of the committee that went to Springfield and appeared before the Legislature in that behalf. Mr. Holden was the father of the West Side water system, including the second lake tunnel and the works at the corner of Twenty-second Street and Ashland Avenue. In December, 1870, he was elected president of the Common Council, and was the president of that body at the time of the great conflagration, October 9, 1871. In November, 1874, he was elected, for the term of three years, a County Commissioner from the Chicago district, receiving a majority vote of more than eight thousand. He took his seat on December 1, 1874. On the first Monday in December, 1876, he was elected president of the board, and laid the cornerstone of the new Court House on July 4, 1877. The first group of Hospital buildings were erected on Harrison, Polk and Wood streets, during his term in the County Board. Mr. Holden was appointed West Chicago Park Commissioner in March, 1869, by Governor John M. Palmer, in which office he served the people of West Chicago until the spring of 1878. Mr. Holden was married to Miss Sarah J. Reynolds, on September 15, 1855. She was the daughter of Isaac N. and Rue Ann Reynolds, of New Lenox, Will Co., Ill. Mrs. Holden died on July 26, 1873.

OFFICIAL ACTION.

While the flames were still raging, the Mayor of Chicago, and other officials, telegraphed to neighboring cities for engines to help suppress the furious fires and for food to relieve the immediate necessities of those citizens who had been reduced to the condition of homeless wanderers in the brief space of a single night.

The official proclamation is reproduced elsewhere, and an account given of its inception. The original draft was written with pencil upon three half-sheets of commercial note-paper, and is now preserved in the collection of the Chicago Historical Society.

The first act of general importance by the Common Council of the city was the passage of an ordinance, dated October 10, fixing the price of bread, during the ten days succeeding, at the rate of eight cents for twelve ounces.

A proclamation was issued by Mayor Mason, on Tuesday, October 10, for the conservation of public peace. The document was published in the Tribune of Wednesday, the 11th, as a completed instrument, containing seven distinct clauses; but the fact is, that these several apparently disjointed announcements were written from time to time, during the early hours of the excitement incident to the fire, and were subsequently combined, perhaps without sufficient authority, by some one who had access to newspaper columns. The first section of the proclamation requested all citizens "to exercise great caution in the use of fire in their dwellings, and not to use kerosene lights at present," as the city was destined to be without a "full supply of water for probably two or three days." The second section proclaimed that "all bridges over the North Branch," and all bridges over the South Branch, "except VanBuren and Adams streets," from Lake Street southward, were passable, whereas Chicago-avenue bridge on the North, and Polk-street bridge on the South Branch, were de-

stroyed. The third section was the first issued in relation to police affairs. It reads:

"All good citizens who are willing to serve, are requested to report at the corner of Ann and Washington streets, to be sworn in as special policemen. Citizens are requested to organize a police for each block in the city, and to send reports of such organization to the police headquarters, corner of Union and Madison streets."

Citizens were requested to avoid passing through the burned districts, to prevent accidents from falling walls; and hackmen and draymen were forbidden to charge more than regular fees for services, under penalty of revocation of license.

On the 19th, the mayor's headquarters were established at the corner of Ann and Washington streets,



RUINS, MAGDALENE HOSPITAL.

police headquarters at the corner of Union and Madison streets, and the health department at the same place as the executive rooms. This assumption of the outward show of authority served to impart courage to the alarmed and stricken citizens. In times of peace, men of well-ordered lives move on with scarcely a thought of the mechanism by which peace is preserved. To the many who respect the abstract principles of right, and obey the dictates of conscience and reason, and for whom the law is but the written evidence of what they desire to do, this period of relaxation of the law's agencies was merely an episode; but to those whose minds are ever alert to find opportunities for the evasion of statutory penalties, the confusion was a means to wicked ends. From all parts of the country professional thieves and burglars hastened to this city, where lay vast mines of wealth beneath the ruin of safety-vaults; where houseless wanderers roamed the prairies and the parks with the hastily-rescued treasures of private safes and jewel caskets. It may be doubted whether the calamities of the world, except those inflicted by the hand of war, have offered wider or freer scope for the practice of bold villainies.

Such, in brief, was the social condition of the city when the authorities issued the first proclamation for the preservation of order—on the 19th of October. By command of Mayor Mason, it was proclaimed that five hundred citizens for each of the three divisions should

be at once sworn in as special policemen, subject to orders from their respective sergeants, who were, in turn, appointed by the superintendent of police and governed by him. The final clauses of that proclamation read:

"The military will co-operate with the police organization and the city government in the preservation of order."

"The military are invested with full police power, and will be respected and obeyed in their efforts to preserve order."

Two companies of Chicago military—the "Norwegian Guards," commanded by Major J. F. Alstrup—were first to volunteer, and co-operate with Captain Miller, of the West-division police force. The companies were under the command of Captain Bentzen and Captain C. Jahnson. Their service began on October 9.

It has been shown in the preceding narrative that Lieutenant-General Sheridan, then in command of the Military Division of the Missouri, with headquarters at Chicago, asserted that genius for emergencies which has placed him among the foremost men of his time, even before the flames had ceased their work of devastation. When the necessity for the use of explosives was apparent, untrained hands laid mines with slight effect, but when the skilled soldier assumed command of this ultimate resort, the elements themselves obeyed. Great occasions produce great men. The record of the hero of the civil war eclipses the record of the soldier who inspired anew the failing courage of Chicago's citizens, but the qualities which made Sheridan conspicuous at the front flashed into view amid the tottering walls of this doomed city. The perils of fire were first appreciated, and first to be counteracted in his line of work, but when the danger of the moment had been averted, he saw a menacing probability in the inhuman horde that skulked, like ghouls upon the battle-field, to rob the wounded and distressed. With decision, Lieutenant-General Sheridan dispatched to General Belknap, Secretary of War, the announcement of Chicago's destruction while the fire was still raging. He closed his message with these words:

"I ordered, on your authority, rations from St. Louis, tents from Jeffersonville, and two companies of infantry from Omaha. There will be many houseless people, much distress."

Later in the day he again informed the Secretary of War of the extent of the calamity and remarked:

"It seems to me to be such a terrible misfortune that it may with propriety be considered a National calamity."

Secretary Belknap responded, on the 10th, agreeing with General Sheridan as to the National character of the disaster, and announcing that supplies had been ordered, by the War Department, to be forwarded from the several convenient stations in the West.

Although the citizens responded promptly to the call of the mayor for special policemen, and every capable and honest man constituted himself a guardian of the peace, there was a lack of organization. Allan Pinkerton, the well-known detective, joined his corps of men to that of the regular body, and issued a pronouncement to the effect that no mercy would be shown those reprobates who were detected in the act of crime, but that "death shall be their fate." In spite of this, however, there was a deep-seated fear of an outbreak of lawlessness. The sentiment of the people was unquestionably a strong desire for the presence of the military, and the popular feeling seems to have been expressed by the Chicago Tribune, of the 11th, which said.

"Lieutenant-General Sheridan has telegraphed to Omaha and the military stations in that section of country for one thousand United States troops to be sent to Chicago, at once, by special

trains. These troops are expected to reach Chicago this morning, and will be distributed throughout the remaining residence and business portions of the city, as a protection against incendiarism, robbery, pillage, etc. It is not improbable that the city will be placed under martial law."

Anticipating the necessity for aid and protection, Governor John M. Palmer, on the 9th, sent his secretary, General E. B. Harlan, to Chicago, with instructions to act as in his judgment seemed best for the relief of present suffering. General Harlan reached the city too late to meet Mayor Mason that day, but early on the 10th, after consultation with the mayor, drew on the Governor for \$5,000 as a relief fund. The governor, meanwhile, telegraphed the mayor, asking what was needed of him. The mayor responded, under date of the 9th, that food and tents were required. At ten o'clock that night, three car-loads of supplies were shipped from Springfield, and more were dispatched on the following morning.

On the afternoon of the 10th, Governor Palmer received a message from General Anson Stager, tersely defining the extent of the fire and containing these words:

"Two incendiaries shot last night while in the act of firing buildings in the south part of the city. * * The mayor is now organizing a patrol."

The governor replied, requesting the general to inform the State whether troops were needed to preserve order. Through the general, on the same afternoon, the governor learned that Mayor Mason did desire military assistance, which should be ordered to report directly to him. The governor promptly instructed



RUINS, CHURCH OF NEW JERUSALEM.

Adjutant-General Dilger to order the "Sterling City Guards," the "Rock Fall Zouaves," the "Springfield Volunteers" and the "Champaign Cadets" to proceed to Chicago, under command of Colonel H. Dilger, whom he also cordially recommended to the confidence of Mayor Mason. Colonel Dilger left Springfield with his company and one thousand muskets on the evening of the 10th, and arrived in Chicago the next morning. The additional supply of arms and ammunition was sent at the special request of Mayor Mason.

On the morning of the 11th, Colonel Dilger reported

to the governor that the rumors concerning outlaws were exaggerated, and that Mayor Mason did not know about the dispatch sent by General Stager for troops. The mayor instructed Colonel Dilger to report to Lieutenant-General Sheridan, who desired the colonel to march his command through the town, for the effect which this display would have on any possible disturbing element. There were by that time some seven hundred regular troops in the city. The governor despatched Colonel Dilger orders to return to Springfield, if his presence was not needed. But the local authorities evidently felt the need of that restraining force, and entrusted the colonel with the care of the North Side.

The Common Council and General Sheridan expressed a wish to have Governor Palmer visit the city. The governor telegraphed General Sheridan to know the number of troops then on police duty in Chicago. The message ended with the cordial words, "Thanks for your promptness." The general replied that there were then seven companies in the city or en route, and that a regiment was about to be formed of volunteers, for twenty days' service. The State troops were to be retained for a day or two.

On this day, the 11th, Mayor Mason issued his proclamation transferring absolute police authority to Lieutenant-General Sheridan. The document reads:

"The preservation of the good order and peace of the city is hereby intrusted to Lieutenant-General Philip H. Sheridan, United States Army.

"The police will act in conjunction with the lieutenant-general in the preservation of the peace and quiet of the city, and the superintendent of police will consult with him to that end—the intent being to preserve the peace of the city without interfering with the functions of the city government."

The police commissioners revoked their order of the 8th, authorizing a special police force, and remarked:

"The large military force now in the city under command of Lieutenant-General Sheridan, co-operating with the regular police organization, is now deemed sufficient to maintain good order and quietude for the future."

On the 12th, or soon after, the peace of the city was conserved by the following troops, under the command of Lieutenant-General Sheridan:

Regular troops—Cos. "F," "H" and "K," of the Fourth Regiment; Cos. "A," "H" and "K," of the Fifth Regiment; Co. "I," of the Sixth Regiment; Cos. "A" and "K," of the Ninth Regiment; and Co. "E," of the Sixteenth Regiment.

State troops—The Springfield Zouaves, O'Meara Guards, and Captain Cyrus Donegan's colored company, Lieutenant-Colonel E. S. Johnson commanding battalion; the Bloomington German National Guards, Captain H. D. Kuhlmann; the Champaign Cadets, Professor E. Snyder; the Sterling City Guards, Captain J. W. R. Stambaugh; the Rock Fall Zouaves, Captain T. Culver; and the Rock Island Light Artillery, Major J. M. Beardsley.

Total, five hundred and sixteen men, with four pieces of artillery.

The regiment of volunteers, alluded to by General Sheridan in his despatch to Governor Palmer, was raised with the approbation of Mayor Mason, and in pursuance to orders from General Sheridan, dated October 11. It was designated First Regiment Chicago Volunteers, and was constituted as follows:

Colonel Francis T. Sherman, commanding; Lieutenant-Colonel H. Osterman, 1st Regiment N. G.; * Major G. A. Bender, 1st Regiment N. G.; Major C. H. Dyer, adjutant; Major Charles T. Scammon, aide-de-camp. 1st Regiment N. G.; Co. "A," Captain Fischer; Co. "D," Captain Pasch; Co. "G," Captain Cronas; Co. "H," Captain Paul; Co. "I," Captain Kelter. 1st Chicago Volunteers: Co. "B," Captain Rogers (Lieutenant Adams, commanding); Co. "C," Captain Merrill; Co. "K," recruited by Captain Whittlesey (Captain Baker, commanding); University

Cadets, Captain Colson; Montgomery Light Guards, Captain Croley; Mulligan Zouaves, Captain McCarthy; Sheridan Guards, Captain Ryan; Chicago Cadets, Captain Sulter; Hannibal Zouaves, Captain Williams. *Norwegian Battalion of National Guards*: Major Alstrup, commanding; Ole Bendixen, adjutant; Co. "A," Captain Paulsen; Co. "B," Captain Eck; Co. "C," Captain Johnson; Co. "D," Captain Bentzen.

To show the sense of security which the presence of this force inspired, the following editorial from the Chicago Tribune of October 12 is quoted:

"Another twenty-four hours have passed without further calamity, and the arrival of troops from Omaha, Champaign, Bloomington, Springfield, and other places, all now under command of Lieutenant-General Sheridan, has placed the city out of danger from riot. The local patrol, reinforced by armed regulars and militia, is abundantly able to take care of the city and deal summarily with all dangerous characters."

The local columns of the Tribune of the same date contained this general comment on the situation:

"The real headquarters of the order-preserving force of the city is now at No. 560 Wabash Avenue, where General Phil. Sheridan has established his headquarters, in the house formerly occupied by the Phoenix Club. Here the head of the city has planted a pine table, and entertains his numerous friends. The force at the general's command, in addition to the city regular and special police, consists of seven companies of regulars and six of volunteers. The former are from Omaha and other western points, and are all camped on the site of the ball-park, on Michigan Avenue. To them, as the most trustworthy and vigilant force at hand, has been intrusted the care of the South Side burned district, reaching from Harrison Street to the main river. In this space is, at present, the wealth and treasure of the city yet in safes, and in most cases buried in the ruins. The number of thieves now known to be in the city, and the presumption that they will make the safes their objective point, render this disposition of the troops the most prudent one possible. The orders to the sentinels last night were of the strictest possible kind.

"The militia are from Bloomington, Springfield and Champaign, and number six companies in all. They arrived in the city yesterday (Wednesday) morning, under the orders of Adjutant-General Dilger. * * *

"General Sheridan seemed satisfied that the city was perfectly safe under the protection already at hand; but, in order to assure this, more troops will arrive shortly. Three additional companies were expected last night, and ten companies more will arrive to-day, making a force large enough to keep in order all the roughs in the United States.

"Another addition to the force of the city was, on yesterday, started by General Frank Sherman, under authority from Mayor Mason and General Sheridan. This will consist of a regiment of militia, to be recruited by trustworthy men, for twenty-days' service. The regiment will consist of ten companies, of sixty men and three officers each. The colonel has established his headquarters at the Wabash-avenue Methodist Church, corner of Harrison Street."

On the 12th of October, the city offices were removed to the corner of Hubbard Court and Wabash Avenue.

General Sheridan, on the 12th, reported to Mayor Mason, as follows:

"The preservation of peace and good order of the city having been intrusted to me by your Honor, I am happy to state that no case of outbreak or disorder has been reported. No authenticated attempt at incendiarism has reached me, and the people of the city are calm, quiet and well-disposed. The force at my disposal is ample to maintain order, should it be necessary, and protect the district devastated by fire. Still, I would suggest to citizens not to relax in their watchfulness until the smouldering fires of the burned buildings are entirely extinguished."

From the report of Adjutant General Dilger, dated October 15, addressed to Governor Palmer, facts concerning the arrival and disposition of the State troops in Chicago are learned, as follows:

"At 5 p. m. of the 10th, the orders to rendezvous at Chicago left the executive office at Springfield. At 8 p. m. of the 11th, three hundred and fifteen, and at 4 p. m. of the same day, a total of five hundred and sixteen men, with four pieces of artillery, reported to General Dilger, in Chicago, furnished with necessary arms and

* The 1st Regiment National Guards was a part of the Illinois State Militia.

munitions. Additional men and arms were held in reserve at Springfield, ready to start at a moment's notice. General Dilger had, at 4:50 a. m. of the 11th, discovered portions of Major Alstrup's battalion on duty, and took occasion, in his report, to commend the promptness of this force in responding to the need of the hour.

"It was ascertained by General Dilger that the mayor had intrusted the care of the city to General Sheridan, who expected regular troops at an early moment. The call made upon Governor Palmer was not authorized by Mayor Mason, and the governor's order to Major Beardsley of the Rock Island artillery company had been countermanded by the mayor. The major, however, declined to recognize the authority of Mayor Mason to annul the orders of the governor, the commander-in-chief of the State militia, to which the major's command belonged, and therefore he proceeded at once to the scene of the fire.

"In compliance with Mayor Mason's directions, General Dilger reported to Lieutenant-General Sheridan, and the State troops, as fast, as they arrived, were stationed for duty under orders of the chief commander."

On the 12th, Major Beardsley's company was relieved from duty in Chicago, and on the following day, the Sterling City Guards, the Rock Falls Zouaves, the Springfield Volunteers, the Bloomington National Guards, and the Champaign Cadets were all relieved from duty, on special orders issued by command of Lieutenant-General Sheridan. The military force thus left on duty to preserve the peace of Chicago, consisted of the First Regiment Chicago Volunteers, and the companies of United States troops already enumerated. The services rendered proved efficient. Many groundless rumors of lawlessness found their way into print in other cities, but the falsity of them was known to residents here. However, to quiet the public, General Sheridan, under date of October 17, made report to Mayor Mason, in which he said:

"I respectfully report to your Honor the continued peace and quiet of the city. There has been no case of violence since the disaster of Sunday night and Monday morning. The reports in the public press of violence and disorder here are without the slightest foundation. There has not been a single case of arson, hanging or shooting—not even a case of riot or street-fight. I have seen no reason for the circulation of such reports."

On the 20th of October, the Governor addressed the following communication to Mayor Mason:

"STATE OF ILLINOIS, EXECUTIVE DEPARTMENT, }
SPRINGFIELD, October 20, 1871. }

"HON. R. B. MASON, Mayor of Chicago: Sir,—The General Assembly has now, by ample appropriations, provided for the support of a police force in Chicago that will be adequate to the protection of persons and property in the city; and I trust no time will be lost in making all needful preparations for relieving the military now on duty, under the orders of Lieutenant-General Sheridan.

"It excited the greatest surprise, and has occasioned me the profoundest mortification, that you failed to inform me, as you could easily have done by telegraph, or through my confidential secretary, who reached Chicago on the 9th of October, of the necessity, in your judgment, for the employment of military force for the protection of the city; and it has pained me quite as deeply that you should have thought it proper, without consultation with me by telegraph or otherwise, to have practically abdicated your functions as mayor. Happily, there is no necessity, either real or imaginary, for the longer continuance of this anomalous state of things.

"The United States troops are now in Chicago in violation of law. Every act of the officers and soldiers of the United States army, that operates to restrain or control the people, is illegal, and their presence in the city—except for the purposes of the United States—ought to be no longer continued.

"It is due to you that I should confess that, under the trying circumstances that surrounded you on the occasion of the late disaster, it was natural that you should incline to accept aid from any quarter, to enable you to afford protection to persons and property in your city; but I regret that it did not occur to you that your own powers, under the laws, were adequate to meet the emergencies, and that you were entitled, upon notice to me, to the support of the whole power of the State.

"From information that I have not been afforded an opportunity to acquire officially, I have learned that Lieutenant-General

Sheridan has rendered valuable services, for which he deserves the thanks of the people of Illinois; but it would have been more satisfactory to them if he, as a citizen, had given to you the assistance of his eminent abilities, to organize the people to act, in conjunction with the civil officers; for their own protection. That course would have been far preferable to that of concentrating a part of the army of the United States in Chicago, and the assumption, by him, of the substantial military control of the city.

"I hope that you will at once inform Lieutenant-General Sheridan of your readiness to resume the complete government of the city.

"I have the honor to be, very respectfully, sir,

"Your obedient servant,

"JOHN M. PALMER."

To this Mayor Mason replied as follows:

"MAYOR'S OFFICE, }

"CITY OF CHICAGO, October 21, 1871. }

"TO HIS EXCELLENCY JOHN M. PALMER, Governor of the State of Illinois:

"Your letter of the 18th [20th] has been received. Had your Excellency, when in Chicago on the 11th and 12th of this month, informed me, or Lieutenant-General Sheridan, of your disapprobation of the course that I had thought proper to pursue, in having, on the 10th inst., solicited his aid in preserving the peace and order of the city and protecting the lives and property of its inhabitants, satisfactory reasons would have been given your Excellency for so doing—many of which it would, even now, be unwise to make public.

"In the performance of my official duties, I believed that the emergency required me to take the step that I did. I do not believe, when the lives and property of the people—the peace and good order of a large city—are in danger, that it is the time to stop and consider any questions of policy, but if the United States, by the strong arm of its military, can give the instantly required protection of life, property and order, it is the duty of those in power to avail themselves of such assistance.

"Before the receipt of your communication, I had already, upon consultation with other city officers, decided to dispense with military aid in a day or two; and I am happy to inform your Excellency that, on Monday, the 23d instant, your Excellency will be relieved of all anxiety on account of the assistance of military in protecting the lives and property of this people.

"Very respectfully,

R. B. MASON, Mayor."

No important event took place in the city between the 17th and the 21st of October. On the latter date, a tragedy occurred which produced so profound a sensation that, for the time being, it diverted the general mind from the great calamity that had preceded it. This event, was the killing of Colonel Thomas W. Grosvenor, a well-known citizen, by Theodore N. Treat, a student in the Douglas University, and, at the time, a member of Captain Colson's University Cadets, assigned to patrol duty. Colonel Grosvenor had been spending the evening at the house of Justice Banyon, who, about eleven o'clock, accompanied him to a State-street car. At that hour, none but Twenty-ninth-street cars were running which would take Colonel Grosvenor near to his home at Bryant Place. From Twenty-fifth-street, he was walking along Cottage Grove Avenue, and had reached the University, which was about two blocks from his house. As Grosvenor passed the grounds of the University, the patrol commanded him to halt and give the countersign; he did not stop. The guard again called to him, and threatened to fire. Grosvenor returned, it is alleged, a careless answer, and moved on. The guard fired. The ball struck Grosvenor on the left arm, passed through the tenth rib and lodged in the liver. The victim staggered, and fell to the sidewalk, near the corner of Douglas Place. His first broken cry was "Oh, God! My wife! My wife!" He rose to his feet, ran a few steps, fell and rose again; finally dropping to the walk some distance from where the shot was received. Grosvenor was taken to a neighboring engine-house, and shortly afterward to his home, No. 18 Bryant Place, where he expired, at five o'clock Saturday morning, October 21. Theodore Newell Treat was a student

in the University, whose home was at Janesville, Wis. He was twenty years of age. When Captain Colson's company was formed, Treat joined the ranks, and had been on duty several times prior to the night of the tragedy.

THOMAS W. GROSVENOR was a native of Utica, N. Y., born in 1834. In 1857, he was admitted to practice at the Bar in that State. At the breaking out of the war, he was practicing his profession at Elgin. He joined the 12th Illinois Cavalry, and was elected captain. He soon rose to the rank of major, and at the close of the war was breveted colonel for bravery. At Harper's Ferry, Colonel Grosvenor received a bullet wound in the right arm. After his return to Chicago, he was on the staff of the Evening Post, and subsequently held the office of cigar inspector. He then resumed his law practice, and was appointed prosecuting attorney by the Common Council. He was a member of Kilwinning Lodge, No. 311, A. F. & A. M., and was buried, on the 22d of October, with Masonic honors.

Treat was placed under arrest, subject to the action of the Grand Jury.

On the 22d, Mayor Mason communicated with General Sheridan, asking if, in his opinion, it was necessary to the maintenance of peace and order to continue the presence of a military force in the city. The mayor prefaced his inquiry by a marked expression of the city's appreciation of Sheridan's course. General Sheridan reported, on the following day, a "good condition of affairs in the city," and expressed a willingness to disband the volunteers and relieve himself of his responsibility. Mayor Mason responded, on the same day (October 23) reiterating his sense of gratitude to the General for services rendered, and designating the hour of 6 p. m. of that day as the time at which "the aid required of you (General Sheridan) shall cease." This order ended with these words:

"Allow me again to tender you the assurance of my high appreciation of the great and efficient service which you have rendered in the preservation of order and the protection of property in this city, and to again thank you, in the name of the City of Chicago and its citizens, therefor."

On the 24th, the ten companies of United States troops were transferred to different posts in the West and South, and the 1st Regiment Chicago Volunteers was mustered out.

Under date of October 25, Lieutenant-General Sheridan reported to the Adjutant-General of the Army, at Washington, the facts already detailed in these pages. The matter was submitted to Secretary of War Belknap, and to General William T. Sherman, in command of the army. On the 31st, General Sherman addressed a characteristically decisive opinion to Secretary Belknap, which was as follows:

"The extraordinary circumstances attending the great fire in Chicago made it eminently proper that General Sheridan should exercise the influence, authority and power he did, on the universal appeal of a ruined and distressed people, backed by their civil agents, who were powerless for good. The very moment that the civil authorities felt able to resume their functions, General Sheridan ceased to exercise authority, and the United States troops returned to their respective stations. General Sheridan's course is fully approved."

No sooner had the troops been withdrawn, than a feeling of uneasiness began to assert itself in various quarters, until it commanded the attention of leading citizens. On the 28th of October, the following letter was sent to General Sheridan:

"CHICAGO RELIEF AND AID SOCIETY,
"Standard Hall, Corner Michigan Avenue and Thirtieth Street."
"CHICAGO, October 28, 1871."

"LIEUTENANT-GENERAL P. H. SHERIDAN, Commanding Department of the Missouri:

"GENERAL,—The undersigned respectfully and urgently request that you will cause four companies of United States Infantry to be stationed at or near this city, until it shall appear that there

is no danger of attack, by disorderly persons, upon the depots of the Relief and Aid Society, or other riotous proceedings, for which the recent appalling calamity may have paved the way. We believe that the presence of a small military force in this vicinity would, at the same time, deter any evil-disposed persons from organizing a breach of the peace and re-assure the public mind in an extraordinary degree.

"Thanking you for the great services you have already rendered to this stricken community,

"We are, General, your obedient servants,

"WIRT DEXTER, *Chairman Executive Com. Relief and Aid Society,*

"JOSEPH MEDILL, *Editor Tribune,*

"W. F. COOLBAUGH, *President Union National Bank,*

"H. K. EAMES, *President Commercial National Bank,*

"J. IRVING PEARCE, *President Michigan National Bank,*

"C. H. BECKWITH & SONS, *No. 140 Michigan Avenue,*

"J. W. PRESTON, *President Chicago Board of Trade,*

"CHARLES RANDOLPH, *Secretary Chicago Board of Trade,*

"E. HENGERLAND, *Illinois River Elevator,*

"HORACE WHITE, *Chicago Tribune,*

"CHARLES L. WILSON, *Chicago Journal.*"

Urged to action by such men as those above named, one of whom, Hon. Joseph Medill, had been chosen to the mayoralty, to succeed Mr. Mason, by an overwhelming popular vote, and that too on direct issues growing out of the fire, General Sheridan did not hesitate to comply with the request. On the 29th, he addressed Adjutant-General Townsend, setting forth the matter, alluding to the withdrawal of the earlier force, and concluding thus:

"The result has been that the troops were no sooner gone than the turbulent spirit commenced to manifest itself, and seems to be increasing. I have, therefore, been solicited by Mr. Joseph Medill, the incoming mayor, and other prominent citizens, to again bring to the city, for the winter, four (4) companies of Infantry. I am satisfied of the necessity of their presence here, and ask the authority of the Secretary of War to bring them."

On the 31st General Sherman replied:

"TO GENERAL P. H. SHERIDAN, *Chicago:*

"Four companies of the 8th Infantry are ordered to Chicago, to act as police, under your letter of the 29th.

"W. T. SHERMAN, *General.*"

The return of troops to Chicago was opposed by Governor Palmer. The following extract from the Chicago Journal, of November 2, furnishes a comprehensive view of both sides of this phase of the controversy:

"It is telegraphed from Springfield that Governor Palmer is 'decidedly opposed' to United States troops being stationed at or near Chicago, and 'will oppose any such interference of his rights as commander-in-chief of the military of Illinois.' We do not believe, when the Governor knows the circumstances, that he will do any such thing. The officers of the Relief Society, together with a large number of our most prominent citizens, signed an application to General Sheridan to station some of the troops in his command at or near Chicago, to be used in case of emergency. The large supplies the Relief Society will have in store during the winter were not deemed safe; besides, threatened strikes in some quarters indicated that laborers willing to work might not be allowed to do so. General Sheridan referred the appeal of our citizens, with his favorable judgment, to the Secretary of War, who immediately ordered four companies of the 8th United States Infantry from New York to Chicago, and they will arrive to-morrow morning, subject to the call of the authorities, should the necessity, unhappily, arise for their use. Only this, and nothing more.

"That the Government has the same right to establish a military post near Chicago that it has near St. Louis and New York, and other cities, the most sensitive head of the militia of a State can not question. That the authorities can call upon the Government to assist in preventing outbreak, or in putting one down, has been often demonstrated; and that the people of Chicago have a right to the security which the presence of these troops affords them, no one with a grain of sense will pretend to question."

Governor Palmer inclosed the foregoing slip in a letter addressed to President Grant, under date of November 3, wherein was recited the cause of the origin of the article. The letter concluded thus:

"In addition to this [newspaper statement], rumors, in the form of telegraphic despatches from Washington and Chicago, have reached me, that troops were ordered to Chicago for purposes connected with the safety of property and the preservation of order in the city, but no information of the existence of dangers alluded to have reached me from any quarter whatever. I cheerfully concede that it is for the President to designate the stations of the troops composing the army, and that he is under no obligations, founded upon the Constitution or the laws, or upon the rules of official courtesy, to communicate his orders, or the reasons that influence him in making them, to the governor of any of the States, unless the orders in question, or the presence of the troops, are intended in some way to affect or influence the internal affairs of the particular State to which the troops are sent. In the latter case, it will readily occur to you that the governor of the State, whose duty it is to enforce the laws, is deeply concerned; for the troops, and the orders under which they are to act, may operate to diminish, or greatly increase, the difficulties of his official position. I am happy in the consciousness that the authorities of the State of Illinois are abundantly able to protect every interest of the people that depends upon its internal peace and good order, and am unwilling to believe that the President of the United States, acting upon information of a contrary character, communicated by private citizens to an officer of the army, has ordered any portion of the army into this State, to be subject to the call of the authorities, either to protect the store-houses of the Relief Committee, or to interfere with the possible, though not probable, 'strikes' of laborers. I, therefore, deem it due to the importance of the subject, to frankly inquire of your Excellency whether the troops ordered to Chicago are intended, or instructed, to obey the call of any authorities of the State of Illinois or the City of Chicago, or in any way whatever to assume the protection, either of property or the preservation of order, in that city?"

To this letter President Grant responded, November 9, that

"No thought here even contemplated distrust of the State authorities of the State of Illinois, or lack of ability on their part to do all that was necessary, or expected of them, for the maintenance of law and order within the limits of the State. The only thing thought of was, how to benefit a people stricken by a calamity greater than had ever befallen a community of the same number before in this country, the aid of a like nature with that given in any emergency requiring immediate action. No reflections were contemplated, or thought of, affecting the integrity or ability of any State officer or city official within the limits of the State of Illinois to perform his whole duty."

The State Legislature began a session November 15, 1871, and its first business was to listen to a special message from Governor Palmer. The message is quoted from as follows:

"It was not thought by Mayor Mason or Lieutenant-General Sheridan to be necessary or proper to consult with or even inform me of their purpose to transfer the duty of protecting the lives and property of the people of Chicago, or the substantial government of the city, to the military forces of the United States, although I was in telegraphic communication with the mayor, as will appear by several despatches that will be hereafter mentioned; nor did either of them, when we met on the twelfth day of October, and discussed the affairs of the city at some length, inform me that they had determined that the government of the State was no longer equal to its duties; or that the mayor had determined, as he has elsewhere said, to avail himself of the strong arm of the military power of the United States. Whether they supposed that to be a matter in which neither I nor the Legislature of the State, which was convened to meet on the next day to legislate for Chicago, had the least concern, or that the assent of the Legislature and governor might be safely presumed, I am not prepared to say; but they left me to make the discovery as others did, so that I received no information of the existence of the proclamation of the mayor, or of Lieutenant-General Sheridan's construction of his powers under it, until the 17th of October, and only heard of the regiment raised under the orders of Lieutenant-General Sheridan at a later day, and from an application, by a person who claimed to command one of the companies, to be supplied with arms."

"It may easily be imagined that the information of these extraordinary acts of the mayor and Lieutenant-General Sheridan reached me with surprise, for I was conscious that I had put forth every effort, and employed all my official powers, to aid the people of Chicago and to preserve the peace and tranquility of the city. On Monday, the 5th day of October, at noon, when I understood the news to be still raging and anticipating the probable necessity of some action, that would best be done at the capital, I had dispatched General E. B. Hartman, my secretary (in whose energy

and prudence I have the highest confidence), to Chicago, with instructions to report to the mayor, and inform him that all the resources of the State that were subject to my legal control, were at his service for the aid and protection of the people."

Here follows a statement of General Harlan's arrival at Chicago, and copies of the despatches between the Governor, Mayor Mason and General Stager, already given in substance; also reciting that the Governor visited Chicago on the 12th of October, and conferred with those in authority, departing the same day for Springfield, to meet the Legislature. It was not until the 17th of October, Governor Palmer states, that he learned of the mayor's proclamation transferring the command to General Sheridan. On the 19th, the Governor addressed Mayor Mason the inquiry:

"What addition to your police force is necessary to enable you to dispense with the United States troops?"

In reply thereto, on the same date, the Mayor said:

"I do not think any additional force will be necessary after the lapse of ten or fifteen days."

Then ensued the correspondence between the Governor and Mayor Mason, dated October 20 and 21, already given in full.

On the 22d of October, the Governor learned of Colonel Grosvenor's death, and hastened to Chicago to investigate the affair. On the 28th of that month he addressed a letter to Hon. Washington Bushnell, attorney-general, reciting the facts, and declaring that the action of Mayor Mason and Lieutenant-General Sheridan, together with their subordinates, was illegal, and that it was necessary to inquire into the motives or purposes which influenced them. This communication ended with these words:

"They [the mayor, lieutenant-general, et al.] assumed to suspend the operation of the Constitution and laws of the State, and substitute in their stead the law of military force, to be defined and applied by themselves. They, by their lawless acts, attacked and insulted the dignity and authority of the State, and have, by their dangerous example, weakened public confidence in the Constitution and the laws, and in their attempt to enforce usurped and lawless authority they have sacrificed the life of a peaceful citizen. Animated by the convictions I have thus expressed, and confident in the belief that the State of Illinois, acting through the proper departments of its government, is capable of protecting its own people, and of enforcing the dignity and authority of its own laws, I have to request that you, in conjunction with the State's attorney of the Seventh Judicial Circuit, will bring all the facts before the grand jury of Cook County, in order that all persons concerned in the unlawful killing of Thomas W. Grosvenor may be brought to speedy trial."

On the 30th of October, Governor Palmer addressed a letter to Charles H. Reed, State's attorney of the Seventh Judicial Circuit, on the same subject. That document is quoted from as follows:

"The matter has occasioned me a great amount of anxiety; and after the most mature reflection, I am forced to the conviction that the indictment against Treat, the person who inflicted the wounds upon him, should also include Philip H. Sheridan, Frank T. Sherman, and the persons who claimed to be officers of the reputed 'Company L, First Regiment of Chicago Volunteers.'"

"It would be simply dishonorable to you, and to the State, to prosecute young Treat alone to conviction, when you, and every one besides that are supposed to know what the law is, are bound to confess that, if he is guilty of a legal offense, so are those who placed him in a position to do mischief; and neither you nor the State authorities can find a legal excuse for discharging Treat without trial. No course is open to us but to boldly and squarely stand up to the line of duty. I have written this to you because I can well understand that you may feel a degree of hesitation in advising the grand jury to find an indictment against such persons as R. B. Mason, P. H. Sheridan, Frank T. Sherman; and as this case concerns the State in its political capacity, as much as in other respects, I think it proper that the governor should take the responsibility of what is done. And while I have the utmost confidence in you, I do advise the indictment and trial of all concerned."

The governor, in his message in relation to the

alleged illegality of the conduct of Mayor Mason and General Sheridan, says :

"It seems to me to be so clear that the conduct complained of is contrary to the Constitution and the laws, that it is impossible, by any process of reasoning, not to make it so. * * * Lieutenant-General Sheridan employed the troops of the United States in a manner not authorized by Federal laws. He raised troops* without the consent of Congress, and imposed upon them an unlawful oath. * * * The ground upon which this dangerous assumption of authority is defended is that of emergency or necessity."

The governor refused to admit that any emergency could arise that would justify the acts, but especially argues against this theory by reciting his own course, as heretofore described. He recognized the danger of bringing upon himself the hostility of many who regarded the ends as justifying the means, by thus openly expressing adverse views, and fortified his position by citations from the Constitution and judicial interpretations thereof. The message was a very powerful and incisive presentment of the governor's position, and naturally produced a profound impression throughout the State. The subject was referred to a select committee of seven members of the House.

The attitude of the President of the United States, as expressed in his letter of November 9, did not meet with the governor's approval. Pending action on the original message, by the legislative committee, Governor Palmer indited another communication to President Grant, in which he said :

"I have been unable to find anything in them [the President's letter and copies of official papers relating to the ordering of troops to Chicago] to justify the extraordinary measure of ordering four companies of United States troops into this State, to report to Lieutenant-General Sheridan, to act as police under his orders. It seems to me to be very well settled as a principle of American public law, that the duty of protecting persons and property, and the preservation of public order and peace against the efforts of disorderly persons, or from local internal disturbances, is the peculiar and exclusive duty of the States, with which the Government of the United States has no concern, and in which it can not interfere, except upon the application of the Legislature or the Executive of the States, as contemplated by the fourth section of the fourth article of the Constitution ; and that any attempt by the officers of the United States army to employ any part of the military forces, as proposed by the gentlemen who made the application for four companies of infantry to be stationed at or near Chicago, for an indefinite period, and approved by Lieutenant-General Philip H. Sheridan, in his letter to the adjutant-general of the 29th of October, and by General W. T. Sherman, by his telegraphic communication to Lieutenant-General Sheridan of October 31, 1871, must be improper, because violative of the Constitution and the laws. I am not at all forgetful that your Excellency says what was done in respect to offering the troops to Chicago was upon the ground of emergency, to aid a people who had suffered greatly ; but, in this view, it seems to me that the general commanding the army overlooked the fact, that the disastrous fire at Chicago did not relieve the State of Illinois from any of its duties nor transfer any of them to the Government of the United States. Emergencies that demand extraordinary efforts often occur in the history of governments, but I do not remember another instance in our history, when it was held that an event that created a sudden demand upon the powers and resources of a State operated to transfer any portion of the duties of the States to the United States.

"The great fire at Chicago ceased on the 9th of October, and the executive of the State of Illinois, under the belief that the disaster created an 'emergency' provided for by the Constitution of the State, convened the General Assembly to meet in session on the thirteenth day of that month, to make legal provisions to meet all the requirements of the occasion ; and on the nineteenth day of October, that department appropriated from the treasury an adequate sum to maintain a sufficient police force for the protection of every interest of the people. The emergency was thus provided for by the proper department of the proper government, in the only way that it could be done, or can be done. The State enlarged and strengthened its own agencies for the enforcement of its own laws, to meet the requirements of the new situation. The calamity deprived the

* There is the possibility however, that these alleged troops might have been merely additions to the "Police Force," of which General Sheridan had absolute control.

United States of its custom-house, its post-office, its court-room and records, and threw upon that Government the duty of adopting measures to supply the loss ; but it has not yet occurred to the authorities of the State that the losses of the United States, or the interruption of its business, has so far changed the relations of the Federal and State systems, as to cast any portion of the duty of providing for any of the wants of the United States upon the State of Illinois ; and they are as little able to understand how it is that events that can not operate to enlarge the powers of the government of the State, should operate to confer upon a lieutenant-general of the army the authority to interfere in matters of purely local State concern, or to authorize the general commanding the army to recognize and approve the application of the lieutenant-general, and order four companies of United States infantry to report to him to discharge the mere civil duties of 'police.'

"I do not, of course, propose to discuss with your Excellency the question of the relative rights and powers of the United States and of the States, under the Constitution, for I will not anticipate the possibility of a difference of opinion upon the point that the duties of the executive officers of the two systems are defined so accurately, and are kept so distinct, by written constitutions and laws that there is no possibility of a conflict between them. The duty of the President is to see that the laws of the United States are enforced, and that of the governor of Illinois is confined to the enforcement of the laws of the State. Neither obstructs the other, nor aids nor interferes with his duties. The governor of a State derives none of his powers from the United States, nor are his duties subject, in any respect, to the consent or discretion of the President, who can, in no wise, enlarge, abridge, or interrupt them, either by assuming them himself or entrusting them to others.

"As these opinions seem to me to be incontrovertible, I can not doubt that the orders to the United States troops to act as police, or to otherwise interfere in the affairs or duties of the State, or any of its officers, were made without reflection, and that the troops will be at once withdrawn from this State ; or, that the orders for their government will be so modified as to prohibit their employment as police, or in any other way to interfere with any of the duties and functions of any of the officers under the laws of this State. The State of Illinois can not accept their aid, or permit their interference in its affairs, without a sacrifice of the confidence of its citizens, nor without giving countenance to a dangerous example."

President Grant replied, November 25, that he had referred the Governor's letter to the Secretary of War,

"with directions to inform General Sheridan that if the troops under his command have received any orders which, in any way, conflict with the provisions of the Constitution or the laws of the State of Illinois, he is instructed to rescind them."

Governor Palmer refused to accept this construction of the point at issue, and in his message to the General Assembly, December 9, said :

"I deny that the officers of the army have the right to determine the measure of the duties of any civil officer, under any circumstances whatever, or that their powers are increased by any emergency that can possibly happen in the affairs of any State. They are not, as they seem to suppose, the natural rulers of the people under circumstances of difficulty and danger, but they are, at all times, the inferiors of the humblest officer created to execute the laws of the land. * * *

"The general commanding the army seems also to have fallen into the dangerous error of supposing that his official military powers are paramount to the Constitution and the laws. He indorsed, upon the report made by Lieutenant-General Sheridan of his operations while enforcing military rule in Chicago, his approval of all the acts of his subordinates, and that, too, with an emphasis that, he seems to have supposed, will preclude all question of the propriety of his conduct ; and on the 31st of October, when the same officer applied to him for leave to bring other troops to Chicago, he not only responded favorably to his wishes, but informed him that the troops were to act as police. It is due to the dignity of the people of the State, that I should say I can not consent that the grave and important subjects that I have urged upon the attention of the President, shall be decided by an officer of the army ; but I must hereafter, as I have done in the past, protest against all interference by the officers of the army in the affairs of this State. I must protest against such interference, because it will establish a precedent dangerous to liberty—because it familiarizes the people with military rule, and inspires them with distrust of the capability of civil government to afford them needful protection, and it is now for the representatives of the free people of the State to discharge their duties according to their own convictions and subject to their own responsibilities."

This message was referred to a special committee for consideration. On the 6th of January, the committee submitted two reports—a majority opinion, signed by E. M. Haines, G. W. Rives, H. Watson Webb and Charles H. Rice, and a minority opinion, signed by John M. McMillan, Oscar F. Price and A. J. Galloway.

The substance of the majority report, with one material exception, was embodied in a series of resolutions which were submitted to the house. The question excepted from positive presentment was that of the killing of Colonel Grosvenor, and the conduct of the governor in advising the indictment of Mayor Mason, General Sheridan, and others, as well as young Treat. The resolutions recommended for adoption by the majority of the committee were as follows:

RESOLVED, First, That the late fire at Chicago created no emergency for which the Constitution and the laws and the agencies and resources of the State of Illinois were not equal, and that the act of the mayor of Chicago, in transferring the government of that city to Lieutenant-General Sheridan, an officer of the United States army, and the military forces at his command, was illegal, and a dangerous example.

Second, That Lieutenant-General Sheridan, in accepting from the mayor the alleged authority to control the municipal affairs of the people of Chicago by military forces, or the authority to introduce regular troops into the city, or to raise volunteers, or to call any portion of the militia of the State into service, acted illegally, and such action was dangerous in example.

Third, That the officers of the army of the United States, stationed in this State, have no power, right or authority to interfere with the internal affairs thereof, and that the act of Lieutenant-General Sheridan, in ordering regular troops into this State, or requesting four companies of infantry to be stationed in this State, for reasons assigned in his communication to the adjutant-general of the United States army of the 29th of October, 1871, has no justification or sanction, either in the Constitution and laws of the United States or of this State.

Fourth, That the order and direction given by the general of the army, at Washington, to four companies of infantry to act as police in this State, are illegal, and of dangerous example.

Fifth, That the President of the United States be requested to modify the orders to the troops now at Chicago, so as to prohibit them from interfering in the internal affairs of this State, or that he withdraw them from the State.

Sixth, That the action of the governor in protesting to the President against sending United States troops to Chicago, and against their presence in said city for the purpose of police duty, and his course in endeavoring to enforce civil authority in said city, for the protection of human life, is hereby cordially approved.

From a sworn deposition before the legislative committee, to whom was referred Governor Palmer's messages relating to the presence of military at Chicago, is taken the following summary of the views of Thomas B. Brown, president of the Board of Police, at Chicago, at the time of the fire:

"During the fire, and the two weeks succeeding it, there were remarkably few cases of crime against the person reported by the police, although for the first day or two there were many rumors circulated of individuals being hung to lamp-posts, or shot; yet, on full investigation, we became entirely satisfied that no cases of hanging or shooting had occurred. The rumored hanging or shooting was said to have been done upon incendiaries who were attempting to burn the remainder of the city. In our investigation, we were unable to find a single case of probable incendiarism during the whole time. Soon after the fire, perhaps as early as Tuesday of that week, an Italian saloon-keeper had stabbed three men, two of whom died; and about a fortnight after the fire, Colonel Thomas W. Grosvenor was shot and mortally wounded, in the street, at night, while going home to his family. These are the only cases of homicide that I remember as having occurred from October 5 up to the present time (December 11, 1871)."

The attitude of the Board of Police toward Mayor Mason is shown in the following communication:

"The Board have never authorized or accepted the services of any soldiers in patrolling the streets of the unburned district of the

* This is at variance with statements published, with circumstantial detail, at the time.

city at any time since the fire commenced. One apparent exception to this was, that the general superintendent of police accepted the services, generously volunteered by two Scandinavian companies in the West Division, to perform guard duty at relief depots, churches, etc., which duties they performed well, under the direction of the police force. As to the service of any other soldiers not acting under the direction of the police authorities, they have never recognized their right to patrol the streets of the city, except in the case of Lieutenant-General Sheridan, whom, after your Honor had intrusted with the charge of keeping the order, and protecting the property, of the city, they felt impelled, by a sense of courtesy to so distinguished a soldier, to co-operate with him, in the burned district only. As your Honor was pleased to call for the aid of the military, and to give them the direction of affairs without the request of this Board, they leave the time of the military service to be decided by your Honor; suggesting, however, that, in the opinion of this Board, the presence, in the inhabited portion of the city, of military bodies under arms, and patrolling the streets, drinking in saloons, and disgusting citizens, is a measure fraught with evil consequences, and they think that all but regular troops should be relieved of further duty within the city, and that the troops of the regular army would exert just as good a moral influence if they patrolled only in the burned district, leaving to the police the duty of guarding the lives and property of the citizens elsewhere, assisted, as they are, by the responsible and judicious residents on each separate block, between whom and the police there is no controversy or ill-feeling."

A minority of the committee to which the Governor's messages were referred, composed of John N. McMillan, Oscar F. Price and A. J. Galloway, submitted a report differing from that of the majority, in that it offered justification of the mayor's and general's conduct. They did not deem it their

"duty either to approve or condemn the calling into service of the University Cadets or Champaign Cadets."

It was to be

"inferred that Mayor Mason supposed his course was fully in accordance with his Excellency's views."

It was a matter of record that the

"military authorities held themselves in entire and complete subordination to the civil; and, co-operating with them in the maintenance of order, the preservation of peace, the protecting of property, and the enforcement of law during the pleasure of his Excellency, cheerfully and promptly withdrew their aid when informed that the same was no longer required."

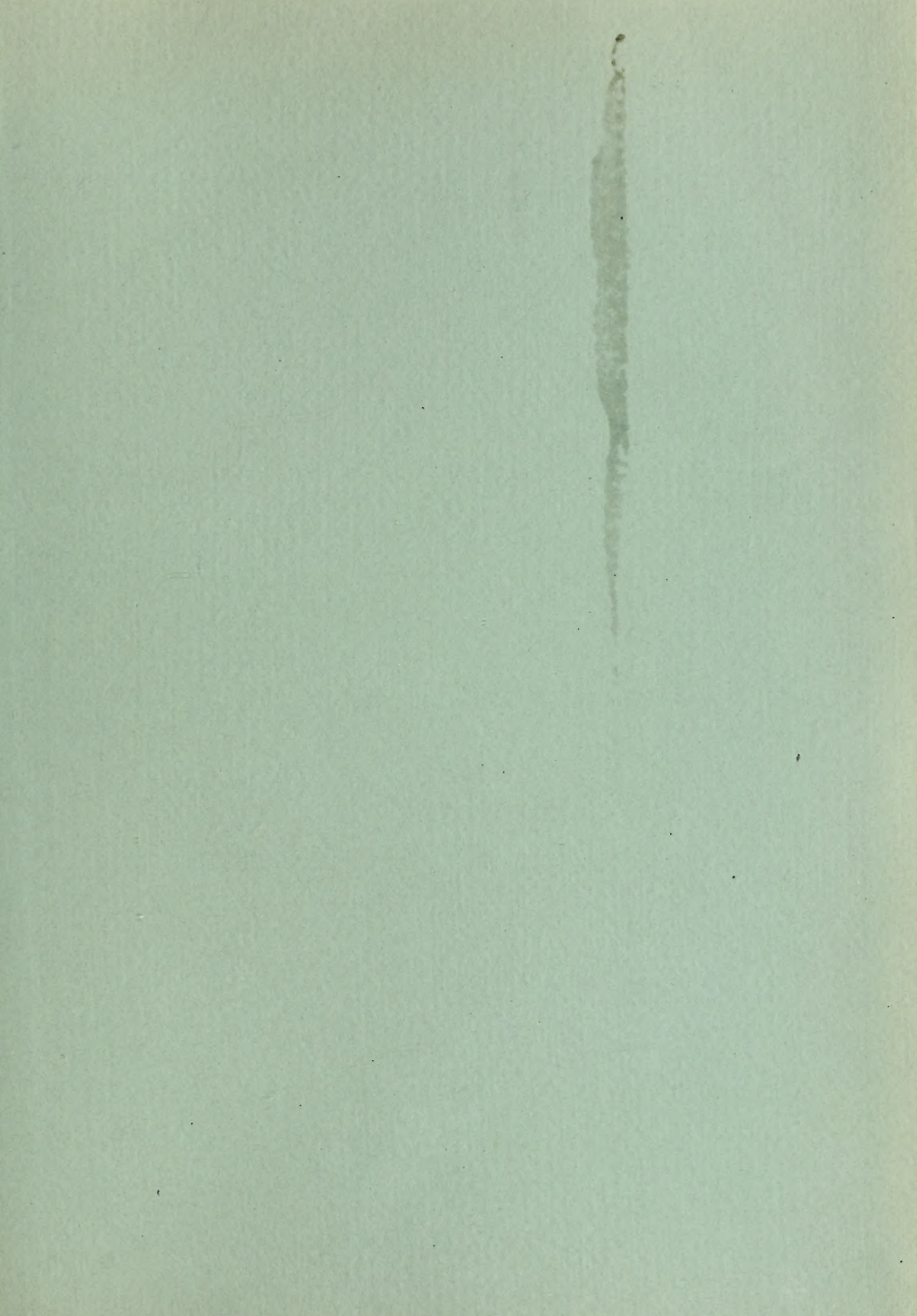
As to the second act of the military officials, in complying with the request of citizens, and sending four companies of United States troops to Chicago, the minority held:

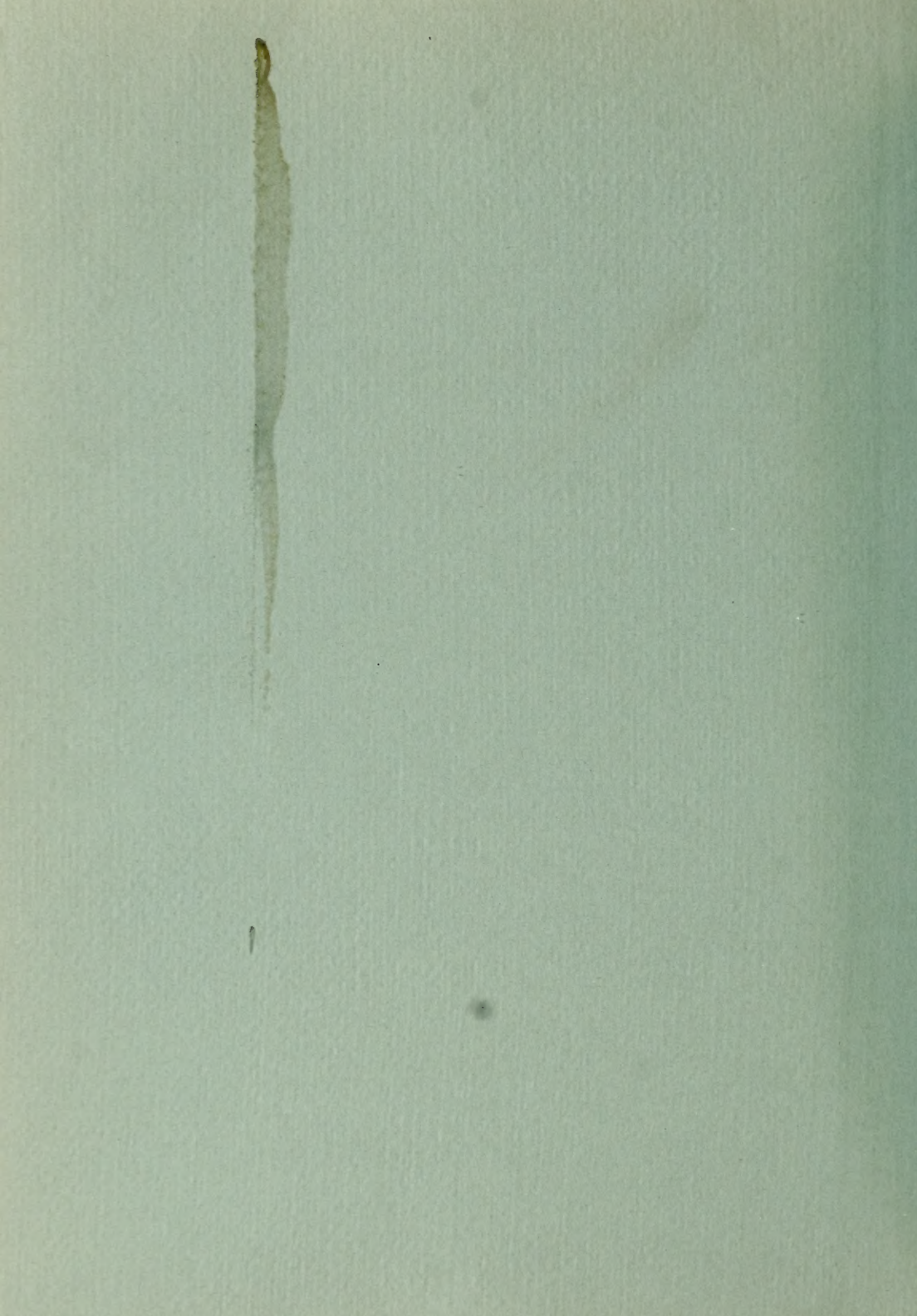
"While we concur in the general proposition that all violation of law should be condemned, and recognizing the fact that much that was done for the relief of the people of Chicago and the alleviation of their sufferings at the time referred to, was in violation of law, yet, justice, weighing the pure motives that prompted the commission of these unlawful acts, withholds her sentence of condemnation."

When the consideration of the adoption of the resolutions, censuring the mayor and military authorities, came up in the House, on January 24, Mr. King, of Cook County, offered to substitute that, in the judgment of the House, no cause of complaint, as specified, existed. Mr. Haines moved an amendment to the substitute, in which, while the subordination of the military to the civil authorities was a principle of vital concern, and should be insisted upon,

"yet, in view of the trying circumstances and the great calamity existing when this military power was exercised, we exonerate the Federal Government and Federal military authorities from intent to wilfully trespass upon the constitutional rights of this State, or to interfere with its properly constituted authorities during the emergency created by the recent fire." Also, "That the protest of the executive of this State against a violation of the Constitution was the performance of a duty imposed upon him by his office, and establishes a valuable precedent, which is hereby approved"

These resolutions were finally adopted by the House on January 25, 1872.





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